

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Australia, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc. PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
JEYPORE	5,318	30 July, noon	S'pore, P'ang, C'bo & B'bay
RIKZAPORE	6,715	6th Aug.	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,092	9th Aug.	M'les, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	23rd Aug.	M'les, London & Antwerp
NAGOYA	6,854	30th Aug.	M'les, London & Antwerp
SARDINIA	6,684	4th Sept.	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	6th Sept.	M'les, London & Antwerp
KATSIAR-I-HIND	11,430	20th Sept.	M'les, London & Antwerp
SOUHAN	6,695	2nd Oct.	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,963	4th Oct.	M'les, London & Antwerp
HOPEA	10,911	18th Oct.	M'les, London & Antwerp
BASHGAR	8,840	1st Nov.	M'les, London & Antwerp
KALWA	10,941	15th Nov.	M'les, London & Antwerp
KARWALA	9,098	29th Nov.	M'les, London & Antwerp
MANTUA	10,902	13th Dec.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

FANDA	6,956	29 July 1 p.m.	S'pore, Penang & Calcutta
KAKADA	6,949	17th Aug.	S'pore, Penang & Calcutta
TALWA	10,000	28th Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30 July 11 a.m.	Manila, S'kan, Thursday Is.
EASTERN	4,000	27th Aug.	Townsville, B'hane, Sydney
ARAFURA	6,000	1st Oct.	& Melbourne.

Frequent communication from Australia with the following:-
The P. & O. Company's steamers to the United Kingdom via New Zealand, Vancouver Sea, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers to South America and Los Angeles via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NAGOYA	6,854	30th July	Shanghai, Moji & Kobe
EASTERN	4,000	2nd Aug.	Moji & Kobe
SARDINIA	6,684	8th Aug.	Shanghai & Kobe
KALYAN	9,118	8th Aug.	Shanghai, Moji & Kobe
TALWA	10,000	8th Aug.	Moji & Kobe
KATSIAR-I-HIND	11,430	22nd Aug.	Shanghai, Moji & Kobe
KASHMIR	8,963	5th Sept.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.

85, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
PEMBROKESHIRE	6th Aug.	GLENBEG	19th Aug.
GLENIFFER	20th Aug.	London, Rotterdam & Hamburg	
GLENOGLE	3rd Sept.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leave Hongkong for
CHANGSHA	28th July	M'les, S'kan, Thurs. Is. & Allian Ports.
		2nd Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

Sailing from Hongkong.

FOR CANTON

S.S. "CHUKWA MARU" ... on or about

FOR HAIPHONG via Hoehow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 25th July

FOR KEELUNG via Swatow & Amoy

S.S. "CHUKWA MARU" ... on or about 24th July

For further particulars, please apply to:-

Branch Office, MATARAI AGENT,

No. 27, Bonham Strand, West.

Tel. Central No. 155.

Tel. Central No. 140 & 4457.

Tel. Central No. 140 & 4457.

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Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America 0.4405, 0.4420, 0.4440.

YOKOHAMA MARU ... Saturday, 30th Aug. at 11 a.m.

KAGA MARU ... Friday, 26th Sept.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKOZAKI MARU ... Wednesday, 30th July at 11 a.m.

HAKUSAN MARU ... Wednesday, 13th Aug.

HAMBURG via LONDON & ROTTERDAM & Ports.

MITO MARU ... End of Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

TSURUGA MARU ... Sunday, 24th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Sunday, 20th Aug. at 11 a.m.

TANGO MARU ... Wednesday, 17th Sept.

NEW YORK and/or BOSTON via PANAMA.

TAKETOYO MARU ... Tuesday, 5th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Thursday, 28th Aug.

BOMBAY via Singapore & Colombo.

MORIOKA MARU ... Tuesday, 29th July.

NAGOYA MARU ... Sunday, 10th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

OBAKA MARU ... Wednesday 30th July.

MALACCA MARU ... Thursday, 7th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 14th Aug.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... Monday, 28th July.

TAMBO MARU ... Friday, 1st Aug.

SADO MARU ... Sunday, 10th Aug.

KAMO MARU ... Wednesday, 13th Aug.

For further information apply to:-

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

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COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
MANILA	Yuensang	Sat. 26th July at 11 a.m.
BANGKOK via Swatow Hangang		Mon. 28th July at 5 p.m.
HAIPHONG via Hoehow Mingang		Tues. 28th July at 7 a.m.
TIAO via S'atow & S'hai Wahang		Wed. 30th July at 10 a.m.
TIENTSIN	Chipsang	Wed. 30th July at noon
STRAITS & Calcutta	Hosang	Wed. 30th July at 3 p.m.
SANDAKAN	Mausang	Fri. 1st Aug. at 1 p.m.
MANILA via Amoy	Sulsang	Sat. 2nd Aug. at 3 p.m.
HAIPHONG via Hoehow Leesang		Sun. 3rd Aug. at 7 a.m.
SHANGHAI via Swatow Takang		Sun. 3rd Aug. at 10 a.m.
STRAITS & Calcutta	Fookang	Tues. 5th Aug. at 3 p.m.
SHANGHAI via Swatow Chungang		Fri. 8th Aug. at 10 a.m.
KOBE	Kutsang	Fri. 15th Aug. at 7 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoehow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chafco.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Wednesday, 30th July at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haining ...	W. C. Passmore	TUES., 29th July at 5 p.m.
Haiphong ...	Ellis Walker	FRI. 1st Aug. at 3 p.m.
Haifong ...	W. B. Turnbull	TUES., 5th Aug. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 31st July.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hong-kong and Sailing for S'hai & Japan	Pro. Sailing from Hong-kong for M'les
AMAZONE	—	—	3rd Aug.
ANGKOR	—	—	17th Aug.
AZAY LE RIDEAU	3rd July	4th Aug.	31st Aug.
PAUL LEOAT	17th July	1st Aug.	14th Sept.
ANDRE LEBON	31st July	1st Sept.	28th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct.



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO,
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,
BOSTON AND NEW YORK
Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT GARFIELD" Aug. 5th
"PRESIDENT POLK" Aug. 19th
"PRESIDENT MONROE" Sept. 2nd
"PRESIDENT HARRISON" Sept. 16th
"PRESIDENT BUREN" Sept. 30th
Through Bills of Lading to all United States and
Canadian Overland points & Havana
For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MCKINLEY" July, 26th.
"PRESIDENT JACKSON" Aug., 7th.
"PRESIDENT JEFFERSON" Aug., 19th.
"PRESIDENT GRANT" Aug., 31st.
"PRESIDENT MADISON" Sept. 12th.
TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT JACKSON" July 29th.
"PRESIDENT JEFFERSON" August 10th.
"PRESIDENT GRANT" August 22nd.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this notice on file in our Offices SEATTLE, CHICAGO NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

MANAGING AGENTS UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 & 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
LEGASPI 5th Sept. ISLA DE PANAY 21st Dec.
C. LOPEZ Y LOPEZ 30th Oct. KOBE & YOKOHAMA.
LEGASPI 18th Aug. ISLA DE PANAY 3rd Dec.
C. LOPEZ Y LOPEZ 18th Oct.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stevedores and Deckhands carried.

For particulars of freight of passage apply—

BOTEH & BROS.
Aldersgate Building, Hongkong.
Cable Address: "BOTEH."

PACIFIC SHIPPING.

CANADIAN PACIFIC

"EMPRESS OF RUSSIA"

SAILED FROM
HONGKONG
TO
MANILA

5 P.M., THURSDAY, JULY 24th

AND WILL SAIL FROM
HONGKONG

TO
VANCOUVER

NOON, THURSDAY, JULY 31st

via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department Tel. C. 752. Cables: GACANPAC.
Freight and Express Tel. C. 42. Cables: NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
REDUCED FARE TO EUROPE
£120 £112-£110
First class throughout. Home class steamers to Atlantic.
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers. Tons. Leave Hongkong.
TENYO MARU 22,000 Aug. 8.
KOREA MARU 20,000 Aug. 22.
SHINYO MARU 22,000 Sept. 4.
SIBERIA MARU 20,000 Sept. 19.
TAIYO MARU 22,000 Oct. 1.
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
MANZANILLO, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

Steamers. Tons. Leave Hongkong.
GINYO MARU 16,000 Sept. 5.
ANYO MARU 18,000 Oct. 18.
Through Bills of Lading issued to all United States Overland
Ports; also via Panama Canal Lines to Atlantic Ports.
For full information regarding passage, freight and sailing
Apply to:—

Agents at Canton.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)
Sailings from Hongkong.
S.S. TITAN via Suez Canal 31st July.
S.S. CITY OF CHESTER via Suez Canal 11th Aug.
S.S. BELLEROPHON via Suez Canal 21st Aug.
S.S. ROMEO via Suez Canal 31st Aug.
S.S. PERSEUS via Suez Canal 11th Sept.
Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.
For Freight and particulars apply to:—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS-FREIGHT SERVICE.

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Cajoot" Due Hongkong 28th July.
Leaves Hongkong 29th July.
U.S.S.B. "West Jester" Due Hongkong 10th Aug.
Leaves Hongkong 12th Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Cebu, Iloilo, Zamboanga & Tabaco.
U.S.S.B. "West Sequana" Due Hongkong 25th July.
Leaves Hongkong 28th July.

To Manila, Cebu & Zamboanga.
U.S.S.B. "West Farallon" Due Hongkong 15th Aug.
Leaves Hongkong 17th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to

STRUTHERS & BARRY.
L. EVERETT, 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. Phone Central No. 3008.
Indo-China-Straits & Java. C. P. BRADFORD, Res. Agent.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

"RHEXENOR" 30th July M'Isles, L'don, Hull, R'dam & H'burg
"TEIRESIAS" 11th Aug. M'Isles, London, R'dam & Hamburg
"PYRRHUS" 18th Aug. London, Rotterdam & Hamburg
"ADRASTUS" 25th Aug. M'Isles, London, R'dam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"POLYPHEMUS" 25th July. Genoa, Havre, L'pool & Glasgow
"IXION" 18th Aug. Genoa, M'Isles, Liverpool & Glasgow
"EURYPYLUS" 1st Sept. M'Isles, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"TALTHYBIUS" 3rd Aug. Victoria, Seattle & Vancouver
"PROTESILAUS" 22nd Aug. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"TITAN" 31st July Boston, New York & Baltimore (via Suez)
"BELLEROPHON" 21st Aug. Boston & New York (via Suez)
"PERSEUS" 11th Sept. Boston & New York (via Suez)

PASSENGER SERVICE

"SARPEDON" 5th Aug. for Shanghai
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London
"SARPEDON" 9th Sept. for Singapore, Marseilles & London
"PATROCLUS" 21st Oct. for Singapore, Marseilles & London
"MENTOR" 17th Nov. for Singapore, Marseilles & London
"HECTOR" 16th Dec. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to:—

BUTTERFIELD & SWIRE
AGENTS



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikandi	Java	In port	28th July	Japan
Tjikondari	Java	In port	29th July	Shanghai
Tjikwang	Java	29th July	3rd Aug.	Amoy & S'hai.
Tjikembang	Shanghai	30th July	2nd Aug.	Batavia
Tjikalak	S'hai, Mak.	7th Aug.	11th Aug.	Yokohama
Tjikarom	Japan	8th Aug.	9th Aug.	Batavia
Tjikanoek	Batavia	8th Aug.	13th Aug.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

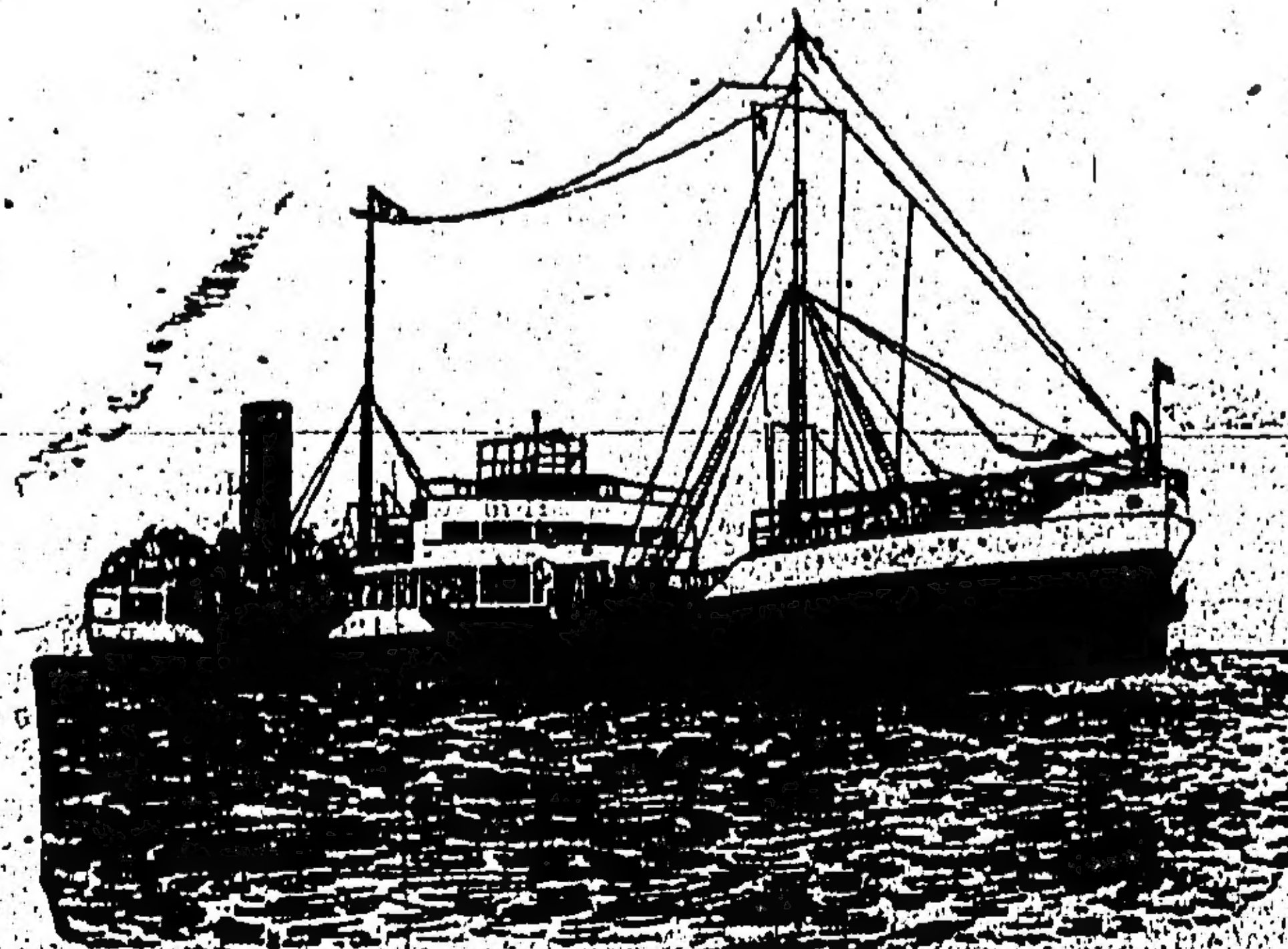
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Merconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK, the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager.

CONSIGNEES.

ROBERT DOLLAR.

The Steamship "PRES. ADAMS" having arrived from Shanghai on 21st July 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 25th July 1924 by the Company's Surveyors Messrs. Carmichael and Clarke. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 28th July 1924 will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. DOLLAR STEAMSHIP LINE. 4, Des Vaux Road. Hongkong, 22nd July, 1924.

NOTICE TO CONSIGNEES.

DOLLAR STEAMSHIP LINE.

The Steamship "PRES. ADAMS" having arrived from New York via ports, on July, 21st, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on July 25th, 1924, by the Company's Surveyors, Messrs. Carmichael & Clarke. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after July, 28th, 1924, will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. DOLLAR STEAMSHIP LINE. 4, Des Vaux Road.

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessel	Agents	Where Bound	Departure
Takada	B I S N	Kobe via Amoy	20th Inst
Melva	P & C	London via B'pore	" "
Kwin Kong	Shuang Hing	K O Was	" "
Free McIntley	A O Line	Seattle via S'p	" "
Linchow	Sing Kee	Hainpou via Pakhoi	" "
Taipei	N. M. S.	Shanghai	" "
Haimu	Yat Pat	Hoihow	" "
Yuenan	J M & Co.	Manila	" "
Tsuisun	K M S N	Shanghai	" "
Kiao M.	O S M.	Kelung via Swatow	" "
Mioyang	J M & Co.	Hainpou via Hailow	21 st Inst

Impending Departures.			
(Compiled from our Shipping Advertisements.)			
Vessel	Agents	Destination	Sailing
Tongshing	J M Co.	Rwallow	27th
Huangang	J M Co.	Rwallow	28th
Rhexenor	B & S	Hamburg	28th
Harcena M.	N Y K	Japan	28th
Tien si di	JO J L	Japan	28th
Tian si di	J L	Shanghai	28th
Jeypro	P & O	Bombay	28th
Tanda	P & O	Calcutta	28th
P. Jackson	A O L	Manila	28th
America M.	N Y K	Colombo	28th
Hasting	D & Co.	Swallow	29th
Mingyang	J M Co.	Holbow	29th
Wai shing	J M Co.	Shanghai	29th
Oaska M.	N Y K	Hankow	30th
Nagoya	N Y K	Kobe	30th
Hakokui M.	N Y K	Antwerp	30th
St. Albans	P & O	Melbourne	31st
Chippingham	J M Co.	Tientsin	30th
Hooang	J M Co.	Calcutta	30th
Blair	B & S	Macassar	31st
Van Cloon	JO J L	Penang	31st
Banka	J M Co.	Bangkok	31st

Impending Arrivals.			
(Supplied by our Advertisers.)			
Vessel.	Agents.	From	Due Hongkong.
Haruo M.	N Y K	Singapore	27th Jan.
Tanda	P & O	Simotoseki	27th
Tara	T & O.	Singapore	28th
St. Albans	P & O	Yok.	28th
Hak-zuki	N Y K	Shanghai	28th
Oosaka M.	N Y K	Mil.	29th
Bencloch	G L & Co.	Singapore	29th
Hyllan	P M O		29th

Consignee Diary.					
(Compiled from our Advertisements.)					
Vessel.	Agents	Goods Stored	Free Storage Expires	Claims to be In by	Examination Date
Augkor.	M M	Kowloon	July 16	Aug. 20	July 26
Yang-tai	M M	Kowloon	July 25	July 28	July 25
P. Adam.	U R L	Kowloon	July 28	Aug. 22	July 25
Brens	D & Co.	Kowloon	July 28	Aug. 28	July 28
Elkton	O L	Kowloon	July 28	Aug. 23	July 27
W. W. W.	O L	Kowloon	July 31	Aug. 25	July 29

BANKS. <hr/> THE AMERICAN EXPRESS CO. <hr/> INCORPORATED. INTERNATIONAL BANKING-SHIPING-TRAVEL. <hr/> <p>Eight offices are established in the principal Cities of the</p>	THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO. <hr/> STEAM FOR SINGAPORE PENANG COLOMBO AND BOMBAY. <hr/> THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.
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The principal business of the Bank is to provide commercial
 organisations and private individuals with a complete world
 wide, banking shipping and travel service.

**COMMERCIAL LETTERS
 OF CREDIT.**
**FOREIGN EXCHANGE
 ACCOUNTS.**
**FOREIGN EXCHANGE
 TRAVELERS CHEQUES**
LETTERS OF CREDIT.
STEAMSHIP PASSAGES
BAGGAGE INSURANCES.
**CABLE AND POSTAL RE-
 MITTANCES.**
**PURCHASE OF BILLS OF
 EXCHANGE.**

Every Approved Banking
 Transaction.
 P. J. VAN HECKE,
 Manager.
 Hongkong, June, 12th, 1924.

THE STEAMSHIP.
"JEYPORE"
 carrying His Majesty's Mails
 will be despatched from this
 port at NOON on WEDNESDAY
 the 30th. July, taking Cargo for
 the above Ports.
 Silk and Valuable Cargo for
 Italy, France and London (under
 arrangement) will be conveyed
 by this Steamer proceeding to
 Bombay and there transhipped to
 the on-carrying Steamer for
 Marseilles and London.
 Passes will be received at the
 Office until 5 pm on the day
 previous of sailing. The contents and
 value of all packages must be
 declared.
 For further particulars, apply
 to—
**MACKINNON, MACKENZIE
 & CO.,**
 Agents.
 Hongkong, July, 22nd, 1924.

THE MERCANTILE BANK OF

INDIA, LIMITED,

Head Office: 15, Gracechurch Street,
London E.C. 4.

Authorized Capital	£1,000,000
Subscribed Capital	£1,000,000
Paid-up Capital	£1,000,000

WANTED

Agents to advertise the

BANKERS
THE BANK OF ENGLAND,
Mildenhall, E.A.
BRANCHES
Batavia, Bombay, Hongkong, Kuala Lumpur,
Singapore, Calcutta, Fuzhou, Madras,
Colombo, Amoy, New York, Shanghai,
Peking, San Francisco,
Kobe-Osaka, Port Louis, Singapore,
Rangoon,
(Hongkong)
HONGKONG BRANCH.
Every description of Banking and Exchange
business transacted.
Interest allowed on Deposits, Accounts or
any percentage on Advances on Daily Balances.
Fixed Deposits at rates that may be
agreed upon on application.
J. C. WILSON,
Manager.
Hongkong, 10th October 1912.

MASSAGE THERAPY
IN TOWN
AND BEYOND

Established 1863
Paid-up Capital and Reserve Fund \$lds. 75,000,000.—26,250,000./.
HEAD OFFICE: AMSTERDAM.
EASTERN HEAD OFFICE: BATAVIA.
BRANCHES:
Amoy, Amoyen, Bandoeng, Bombay, Calcutta, Cheri
bon, Gorontalo, Hongkong, Kobo, Makassar, Medan,
Menado, Palembang, Pokalungin, Probolinggo, Samar
ang, Shanghai, Singapore, Soerabaya, Swatow, Tegal,
The Hague, Tjilatjap, Weltevreden.
CORRESPONDENTS:
LONDON.—Midland Bank, Ltd. NEW YORK.—
Farmers' Loan & Trust Co. and in all the principal
towns of the world.
EVERY DESCRIPTION OF BANKING AND EXCHANGE BUSINESS

[illegible]

**NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
BANK.**

Established 1824.
Singapore Branch established 1868.

Un-issued Capital Guaranteed	150,000,000.00
Reserve Fund	(212,500,000.00)
Un-issued Capital Guaranteed	10,000,000.00
Reserve Fund	(8,500,000.00)
Un-issued Capital Guaranteed	10,000,000.00
Reserve Fund	(1,547,550.00)
Special Reserve Fund	22,500,000.00
	(1,547,550.00)

HEAD OFFICE:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:

Amsterdam	Soerabaja	Rotterdam
Batavia	Sourabaya	Singapore
Bombay	Medan	
Calcutta	Peking	Singapore
Canton	Shanghai	
Cebu	Panama	
Hankow	Panama	
Hongkong	Panama	
London	Panama	
Lyons	Panama	
Manila	Panama	
Medan	Panama	
Shanghai	Panama	
Singapore	Panama	
Sourabaya	Panama	
Sumatra	Panama	
Tientsin	Panama	
Yokohama	Panama	

London Bankers:—National Provincial
Correspondents all over the World.

MANAGING DIRECTOR:—H. J. STAARBOARD.
J. J. STAARBOARD.
 Acting Agent.

**ORIENTAL COMMERCIAL
BANK, LTD.**

HEAD OFFICE:
10 Des Voeux Road Central, Hongkong.

BRANCHES—BANKING—FINANCIAL.

Correspondents:—London: Westminster
Branch, Ltd.; New York: National City
Bank; San Francisco: Union Trust Co.
of San Francisco; Canton: Sun
Authorized Capital ————— \$5,000,000
Paid Up Capital ————— \$1,500,000

Modern banking in all the branches
Current accounts savings accounts &
Fixed deposits collected letters granted on
approval of the City.

Overseas banking a speciality.

INTEREST.—Current accounts 1 per cent

Manager: Shanghai, 1924, G. H. Bell, Mgr.
LONDON BRANKEE.
WESTMINSTER BANK, LIMITED.
Current Accounts opened in Local Currency
Fixed Deposits accepted for one year or
over, at current and special rates, and all
terms which will be quoted on application.
Hongkong, 7th, May, 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted at the HONGKONG and SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits allowed on the minimum monthly business at $\frac{1}{2}$ per cent per annum.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Acting Chief Manager.

Hongkong, 7th. May, 1924.

BANQUE DE L'INDO-CHINE
(BRANCH BANK.)

Head Office St. Boulevard Haussmann, Paris.

Capital 1,000,000
Reserve 20,000,000

BRANCHES AND AGENTS.

Hongkong	Hongkong	Haiqua
Shanghai	Shanghai	Shanghai
Canton	Namoa	Singapore
Yokohama	Panama	Tientsin
Manila	Manila	

[illegible]

A. H. FERGUSON,
Manager
Hongkong, 15th. Feb., 1924.

司公理業實法中

SOCIÉTÉ FRANÇAISE DE
GERANCE
E LA BANQUE INDUSTRIELLE
DE CHINE.
ETABLISSEMENT FRANCO
ORINOIS.
(Incorporated in France)
Chater Rd., Victoria, Hongkong

HEAD OFFICE:
74, Rue St. Lazare, Paris.
Capital France \$10,000,000.00

Working fund provided by
THE BANQUE INDUSTRIELLE
DE CHINE
Fr. 50,000,000
BANKERS.

FRANCE:— Société General
Banque and Nationale de Crédit,
Banque de Paris — et des Pays

Wongong, 15th March 1924.

THE BANK OF CHINA.

(Specially authorized by Pres-
idential Mandate of the Republic
of China on the 22nd of November,
1917.)

Authorized Capital, \$60,000,000.00
Paid up Capital, 18,278,600.00
Reserve Funds, 9,629,425.20

HEAD OFFICE: PEKING
Hongkong Branch, 4, Queen's Rd.
Branches and Sub-branches all over China
and correspondents in Europe, America, and
other parts of the world.
LONDON BANKER:—The National Pro-
vincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National
Bank, The Equitable Trust Company of New
York.
Interest allowed on Current Accounts at
Fixed Deposits. Terms on application.
Every description of Banking business trans-
acted.

Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YEE PBI,
Manager.

LONDON—Midland Bank Ltd
 NEW YORK—Irving Bank
 Columbia Trust Co.
 Every description of Banking
 and Exchange Business transacted.
 Correspondents throughout
 world.

和豐銀行有限公司
 THE HO HONG BANK, LTD.
 (Incorporated in the Straits Settlements.)

P. DURNIN,
Manager.

THE YOKOHAMA SPECIE BANK LTD

Singapore Branch
Capital (fully paid up) S\$ 1,000,000
Reserve Funds " " T\$ 750,000

**HEAD OFFICE, YOKOHAMA,
Japan**
Branches and Agencies at:

Tokyo	Kobe	Bombay
London	Manila	Rangoon
Canton	San Francisco	Calcutta
Hankow	Shanghai	Yokohama
Amoy	Nagasaki	Singapore
(Colon)	Yokohama	Penang
Swatow	Osaka	Colombo
Madras	New York	Calcutta

Capital:

Authorised	\$20,000,000
Issued	8,000,000
Paid up	4,000,000

Reserve Liabilities of share holders ... 4,000,000

Reserve Funds ... 600,000

Head Office—Singapore
Branches, Agencies and correspondents in the principal cities of the world.

HONGKONG BRANCH:
13, Queen's Rd. C.

Every description of Banking and Exchange business transacted.

Local Board:

[illegible]

Vessel	Agents	Where Bound	Departure
Takida	B I S N	Kobe via Amoy	20th Inst
Melua	P & C	London via B'pore	" "
Kwin Kong	Shuang Hing	K O Was	" "
Free McIntley	A O Line	Seattle via S'p	" "
Linchow	Sing Kee	Hainpoo via Pakhoi	" "
Taiter-Me	N. M. S.	Shanghai	" "
Haimu	Yat Pat	Hoihow	" "
Yuensoag	J M & Co.	Manila	" "
Tsuisun	O M S N	Shanghai	" "
Kwo M.	Q M S N	Kelung via Swatow	" "
Miozang	J M & Co.	Hainpoo via Hailow	21 st Inst

Impending Departures.			
(Compiled from our Shipping Advertisements.)			
Vessel	Agents	Destination	Sailing
Tongshing	J M Co.	Rwalew	27th
Huangang	J M Co.	Rwalew	28th
Rhexenor	B & S	Hamburg	28th
Harcena M.	N Y K	Japan	28th
Tikar di	JO J L	Japan	28th
Tikandari	J L	Shanghai	28th
Jeyore	P & O	Bombay	28th
Tanda	P & O	Calcutta	28th
P. Jackson	A O L	Manila	28th
America M.	N Y K	Colombo	28th
Hasting	D & Co.	Swallow	29th
Mingyang	J M Co.	Holbow	29th
Waisheng	J M Co.	Shanghai	29th
Oaska M.	N Y K	Hankow	30th
Nagoya	N Y K	Kobe	30th
Hakokui M.	N Y K	Antwerp	30th
St. Albans	P & O	Melbourne	31st
Chipshing	J M Co.	Tientsin	30th
Hooang	J M Co.	Calcutta	30th
Phan	B & S	Macassar	31st
Van Cloon	JO J L	Penang	31st
Banka	J M Co.	Bangkok	31st

Impending Arrivals.			
(Supplied by our Advertisers.)			
Vessel.	Agents.	From	Due Hongkong.
Haruo M.	N Y K	Singapore	27th Jan.
Tanda	P & O	Simotoseki	27th
Tara	T & O.	Singapore	28th
St. Albans	P & O	Yok.	28th
Hakozaki	N Y K	Shanghai	28th
Oosaka M.	N Y K	Mil.	29th
Beneloch	G L & Co.	Singapore	29th
Hyfron	P M O		29th

Consignee Diary.						
(Compiled from our Advertisements.)						
Vessel.	Agents	Goods Stored	Free Storage Expires	Claims to be In by	Examination Date	
Augkor.	M M	Kowloon	July 16	Aug. 20	July 26	
Yang-tai	M M	Kowloon	July 25	July 28	July 25	
P. Adam	U R L	Kowloon	July 28	Aug. 22	July 25	
Brens	D & Co.	Kowloon	July 28	Aug. 28	July 28	
Elkton	O L	Kowloon	July 28	Aug. 23	July 27	
W. W. W.	O L	Kowloon	July 31	Aug. 25	July 29	

BANKS. <hr/> THE AMERICAN EXPRESS CO. <hr/> INCORPORATED. INTERNATIONAL BANKING-SHIPPING-TRAVEL. <hr/> <p>Eight offices are established in the principal Cities of the</p>	THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO. <hr/> STEAM FOR SINGAPORE PENANG COLOMBO AND BOMBAY. <hr/> THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.
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The principal business of the Bank is to provide commercial
 organisations and private individuals with a complete world
 wide, banking shipping and travel service.

**COMMERCIAL LETTERS
 OF CREDIT.**
**FOREIGN EXCHANGE
 ACCOUNTS.**
**FOREIGN EXCHANGE
 TRAVELERS CHEQUES**
LETTERS OF CREDIT.
STEAMSHIP PASSAGES
BAGGAGE INSURANCES.
**CABLE AND POSTAL RE-
 MITTANCES.**
**PURCHASE OF BILLS OF
 EXCHANGE.**

Every Approved Banking
 Transaction.
 P. J. VAN HECKE,
 Manager.
 Hongkong, June, 12th, 1924.

THE STEAMSHIP.
"JEYPORE"
 carrying His Majesty's Mails
 will be despatched from this
 port at NOON on WEDNESDAY
 the 30th. July, taking Cargo for
 the above Ports.
 Silk and Valuable Cargo for
 Italy, France and London (under
 arrangement) will be conveyed
 by this Steamer proceeding to
 Bombay and there transhipped to
 the on-carrying Steamer for
 Marseilles and London.
 Passes will be received at the
 Office until 5 pm on the day
 previous of sailing. The contents and
 value of all packages must be
 declared.
 For further particulars, apply
 to—
**MACKINNON, MACKENZIE
 & CO.,**
 Agents.
 Hongkong, July, 22nd, 1924.

THE MERCANTILE BANK OF

INDIA, LIMITED,

Head Office: 15, Gracechurch Street,
London E.C. 4.

Authorized Capital	£1,000,000
Subscribed Capital	£1,000,000
Paid-up Capital	£1,000,000

WANTED

Agents to advertise the

BANKERS
THE BANK OF ENGLAND,
Windsor Bank, S.A.
BRANCHES
Batavia, Bombay, Hongkong, Kuala Lumpur,
Singapore, Calcutta, Fuzhou, Madras,
Cebu, Colombo, Hankow, New York, Shanghai,
Sourabaya, Yokohama, Manila, Singapore,
Kobe-Osaka, Porto Rico, Singapore,
Rangoon.
(Incorporated in England.)
HONGKONG BRANCH.
Every description of Banking and Exchange
business transacted.
Interest allowed on Deposits, Accounts or
any person's order, on Daily Balances in
Funds. Fixed Deposits at rates that may be
agreed upon on application.
J. WILSON,
Manager.
Hongkong, 10th October 1912.

MASSAGE THERAPY
IN TOWN
AND BEYOND

WE BUY
small lots of
Hongkong Banks
Steamboats
Waterboats
Taxis
Powells
Star Ferries
Presidents (old)
Presidents (new)
Peak Trams
China Lights

SMALL INVESTORS

WE SELL
small lots of
Underwriters
Luxe, Crawfords
Walsons
Cements
Hongkong Electric
Constructions
Realities
Dairy Farms
Ranch
Territorials

and various other lots.

Tel. Central 4640, Asiatic Building.

WE ARE ALWAYS PLEASED TO ATTEND YOU.

EXCHANGE.

(Opening Rate; closing Rate on Page 1.)

SELLING.

<p> U/T <small>United States Treasury Notes</small> 2/43 Demand <small>United States Treasury Notes</small> 7/4, 13/16 10 4/s <small>United States Treasury Notes</small> 7/4, 13/16 </p>	<p> 30 d/s. <small>San Francisco and New York</small> 4 m/s. <small>Mark</small> 5 m/s. <small>France</small> 8 m/s. </p>
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4 0 a. E. O. Singapore	5/5	Demand, Germany	20
4 1 a. E. O. Singapore	1023	Demand, New York	523
4 2 a. E. O. Singapore	1023	E/T. Bombay	1054
4 3 a. E. O. Singapore	1023	Demand, Bombay	1054
4 4 a. E. O. Singapore	1023	Demand, Calcutta	1054
4 5 a. E. O. Singapore	1023	Demand, Calcutta	1054
4 6 a. E. O. Singapore	1023	On Yokohama	157
4 7 a. E. O. Singapore	1023	Demand, Manila	104
4 8 a. E. O. Singapore	1023	Demand, Singapore	1023
4 9 a. E. O. Singapore	1023	Demand, Malaya	141
5 0 a. E. O. Singapore	1023	On Haiphong	Nom.
5 1 a. E. O. Singapore	1023	On Haiphong	Nom.
5 2 a. E. O. Singapore	1023	On Bangkok	Nom.
5 3 a. E. O. Singapore	1023	On Bangkok	Nom.
5 4 a. E. O. Singapore	1023	On Bangkok	Nom.
5 5 a. E. O. Singapore	1023	On Bangkok	Nom.
5 6 a. E. O. Singapore	1023	On Bangkok	Nom.
5 7 a. E. O. Singapore	1023	On Bangkok	Nom.
5 8 a. E. O. Singapore	1023	On Bangkok	Nom.
5 9 a. E. O. Singapore	1023	On Bangkok	Nom.
6 0 a. E. O. Singapore	1023	On Bangkok	Nom.
6 1 a. E. O. Singapore	1023	On Bangkok	Nom.
6 2 a. E. O. Singapore	1023	On Bangkok	Nom.
6 3 a. E. O. Singapore	1023	On Bangkok	Nom.
6 4 a. E. O. Singapore	1023	On Bangkok	Nom.
6 5 a. E. O. Singapore	1023	On Bangkok	Nom.
6 6 a. E. O. Singapore	1023	On Bangkok	Nom.
6 7 a. E. O. Singapore	1023	On Bangkok	Nom.
6 8 a. E. O. Singapore	1023	On Bangkok	Nom.
6 9 a. E. O. Singapore	1023	On Bangkok	Nom.
7 0 a. E. O. Singapore	1023	On Bangkok	Nom.
7 1 a. E. O. Singapore	1023	On Bangkok	Nom.
7 2 a. E. O. Singapore	1023	On Bangkok	Nom.
7 3 a. E. O. Singapore	1023	On Bangkok	Nom.
7 4 a. E. O. Singapore	1023	On Bangkok	Nom.
7 5 a. E. O. Singapore	1023	On Bangkok	Nom.
7 6 a. E. O. Singapore	1023	On Bangkok	Nom.
7 7 a. E. O. Singapore	1023	On Bangkok	Nom.
7 8 a. E. O. Singapore	1023	On Bangkok	Nom.
7 9 a. E. O. Singapore	1023	On Bangkok	Nom.
8 0 a. E. O. Singapore	1023	On Bangkok	Nom.
8 1 a. E. O. Singapore	1023	On Bangkok	Nom.
8 2 a. E. O. Singapore	1023	On Bangkok	Nom.
8 3 a. E. O. Singapore	1023	On Bangkok	Nom.
8 4 a. E. O. Singapore	1023	On Bangkok	Nom.
8 5 a. E. O. Singapore	1023	On Bangkok	Nom.
8 6 a. E. O. Singapore	1023	On Bangkok	Nom.
8 7 a. E. O. Singapore	1023	On Bangkok	Nom.
8 8 a. E. O. Singapore	1023	On Bangkok	Nom.
8 9 a. E. O. Singapore	1023	On Bangkok	Nom.
9 0 a. E. O. Singapore	1023	On Bangkok	Nom.
9 1 a. E. O. Singapore	1023	On Bangkok	Nom.
9 2 a. E. O. Singapore	1023	On Bangkok	Nom.
9 3 a. E. O. Singapore	1023	On Bangkok	Nom.
9 4 a. E. O. Singapore	1023	On Bangkok	Nom.
9 5 a. E. O. Singapore	1023	On Bangkok	Nom.
9 6 a. E. O. Singapore	1023	On Bangkok	Nom.
9 7 a. E. O. Singapore	1023	On Bangkok	Nom.
9 8 a. E. O. Singapore	1023	On Bangkok	Nom.
9 9 a. E. O. Singapore	1023	On Bangkok	Nom.
100 a. E. O. Singapore	1023	On Bangkok	Nom.

[illegible]

Ships 4 per cent, Piped Deposits, 3 months per cent, 6 months 4 per cent, one year per cent.

Safe Deposit Boxes for Rent.
Our Vaults safeguarded by time clocks and double combination armour plate vital doors

J. Y. LUM,
Manager.

THE BANK OF CANTON LTD.
Head Office Hongkong

Authorized Capital	£1,350,000
Paid up Capital	£1,070,000
Reserve Fund	£270,000

Foreign Exchange & General Banking
Business transacted.
Interest allowed on

CURRENT ACCOUNTS

2% per annum on daily credit
balances of over \$100.00:

SAVINGS
4% per annum

DEPOSITS
for 12 months 5% per annum
" 6 " 4% " "
" 3 " 3% " "
On Demand 2% per annum

BRANCHES:—Canton Shanghai, Hankow, Bangkok and New York.
LONDON BANKERS:—The Lloyds Bank Ltd.
LOOK POONG SHAN,
 Chief Manager

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 74, Rue St. Lazare, Paris.
 Capital France \$10,000,000.
 Working fund provided by
 THE BANQUE INDUSTRIELLE
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 Frs. 50,000,000
 BANKERS.
 FRANCE — Societe General
 Banque et Nationale de Credit,
 Banque de Paris — et des Pays
 Etrangers.
 of China on the 22nd of November,
 1917.)
 Authorized Capital, \$60,000,000.
 Paid up Capital, 18,278,690.
 Reserve Funds, 9,629,425.25.
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Capital:

Authorised	\$20,000,000
Issued	8,000,000
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Reserve Liabilities of share holders ... 4,000,000

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P. J. VAN HECKE,
Manager.
Hongkong, June, 12th, 1924.

THE STEAMSHIP.

"JEYPORE"

carrying His Majesty's Mails
will be despatched from this
port at NOON on WEDNESDAY
the 30th. July, taking Cargo for
the above Ports.

Silk and Valuable Cargo for
Italy, France and London (under
arrangement) will be conveyed
by this Steamer proceeding to
Bombay and there transhipped to
the on-carrying Steamer for
Marseilles and London.

Cargoes will be received at the
Office until 5 pm on the day pre-
vious of sailing. The contents and
value of all packages must be
declared.

For further particulars, apply
to—
MACKINNON, MACKENZIE
& CO.,
Agents.
Hongkong, July, 22nd, 1924.

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INDIA, LIMITED,

Head Office: 15, Gracechurch Street,
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Authorized Capital	£1,000,000
Subscribed Capital	£1,000,000
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IN TOWN
AND BEYOND

"When we have produced an antiseptic which can be taken internally without risk of injury to cell-tissue, we shall have conquered infectious disease."—Lord Lister.

CHOLERA and 'Yadil' Antiseptic

FOR the last seven years reports have been sent by medical men, in all parts of the world, testifying to the extraordinary results obtained with 'Yadil' in the treatment of cholera, dysentery, inflammation of the intestines, appendicitis, colitis, intestinal ulcers, even psoriasis or sprue. 'Yadil' destroys all bacterial infection, and once this common cause of all intestinal disorders has been removed normal health promptly follows.

INTESTINAL infection is probably the root-cause of most of our ills, such as influenza, pneumonia, bronchitis, colds, coughs, pleurisy, tumours, even malignant growths. 'Yadil' disinfects the entire gastro-intestinal tract without the slightest risk of injury to the most delicate internal organs. This is the simple explanation of its extraordinary powers in almost every disease. 'Yadil' is absolutely safe to take internally, even by new-born babies and the aged. It fulfils every

requirement of the ideal antiseptic foreseen by Lord Lister. It does not contain any animal or mineral matter whatsoever, for it is purely and entirely of harmless vegetable origin. 'Yadil' means health without the introduction of poisons into the system.

THE YADIL BOOK, 238 pages, cloth bound, gives treatments all based on seven years' medical reports in some 200 disorders. An invaluable book to have at hand ready for any emergency. Sent post free to any address on receipt of two shillings and sixpence, or you may order a copy from your chemist.

MAKE sure of a supply of 'Yadil' from your chemist, who can obtain stocks through his London Buyers. Tell him to get you also a copy of THE YADIL BOOK.

Alfred Clement

'Yadil' Antiseptic is prepared exclusively by Clement & Johnson Limited 19 Sicilian Avenue London England, and is supplied to Chemists in the Far East through London Buyers only. The following are approximate prices:

	2 oz.	4 oz.	6 oz.	12 oz.	1 lb.	2 lb.	5 lb.	10 lb.
Liquid	1.25	2.25	3.00	5.00	8.00	12.00	20.00	35.00
Pills	1.25	2.25	3.00	5.00	8.00	12.00	20.00	35.00
Ointment	1.25	2.25	3.00	5.00	8.00	12.00	20.00	35.00
Lubricant (for the Skin)	1.25	2.25	3.00	5.00	8.00	12.00	20.00	35.00

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Pronounce it YAH-DIL



Chesterfield's rich aroma and smooth, mellow goodness are the direct result of using only the best grades of Turkish and American tobaccos. There is no other cigarette that contains such fine tobaccos or tastes so good.

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CIGARETTES

They Satisfy—millions!

LIGGETT & MYER'S TOBACCO CO.

PRESERVING BOOKS.

Hints for all Booklovers.

Booklovers can do much to save their treasured volumes from the ravages of time, and series of useful hints on this subject have been given in the *Daily Mail*.

The first part of a book which usually suffers is the binding. If this be of leather it soon perishes and cracks at the hinges especially if the books are kept in a hot, dry room.

Vaseline or olive oil applied to the binding with a soft cloth will prove a useful preservative, if used sparingly.

In damp rooms the greatest danger to books is from mildew. The air should be allowed to circulate through the books, which should not be packed too tightly; an occasional brush over with spirits of wine will also keep the mildew away.

To get rid of dust in a thorough fashion use an ordinary clothes brush, which must not be too hard.

Grease spots can be removed by applying a hot iron or washing with benzine.

Ink stains will disappear if you apply a mixture of one part salt to six of water, and rinse the binding thoroughly afterwards.

A good recipe for restoring the varnish is: 8oz. shellac, sandarach, 2oz. mastic in drops, and 2oz. Venice turpentine, well mixed in three pints of spirits of wine.

To prevent the binding from falling to pieces, use a liquid paste made from starch and acid. Mix five pounds of potato starch in six pounds of water and add a quarter of a pound of pure nitric acid. Keep this warm and stir it at intervals for two days; then boil it till it becomes thick. It may be diluted with water if necessary.

Sometimes the leaves of a book become so dirty that the book must be taken to pieces and the leaves cleaned separately.

Many old books have their leaves stained brown. This is caused by damp. To prevent the

paper rotting away entirely, these stains should be touched with spirits of wine. When dry, follow up the treatment with a weak solution of oxalic acid.

THEATRE'S REFLECTED LIGHTING

With an auditorium capacity of only 600 to 700 persons, but with a large stage, the new Fortune Theatre in London is claimed to have the most complete and extensive lighting installation ever fitted in a theatre. For the auditorium only reflected light is used. Notable features of the plant include a motor-driven cycloramic screen, a large motor-driven lamp for projecting different coloured lights upon the screen and stage, and a motor-driven floodlighting apparatus of twelve powerful projectors. The lamps in battens and files can be gradually dimmed by a separate resistance control for each, or a whole bank of lamps can be controlled by a single handle.

RADIO NOTES AND NEWS.

Cheap Set Which Gives Good Range.

If you hanker for distance, ease of control, selectivity and strength of reception, yet find it hard to buy the parts for a super-heterodyne or similar set, look over the little receiver to be described here.

It's just a simple regenerative circuit with two stages of amplification. But it is so constructed as to reduce capacity losses to a minimum. It is non-radiating because of the untuned antenna circuit. It has only two controls and its construction is simple.

The parts for the set, excluding tubes, batteries, phones and loud speaker, should cost about \$50 local currency.

Here they are:
L1, L2, and L3, antenna, secondary and tickler coils.

O1, 23-plate variable condenser, .0005 mfd.

C2, grid leak, 1.5 megohms, and condenser, .0002 mfd.

C3, by-pass mica condenser, .001 mfd.

T1, high ratio audio-frequency transformer, 10-1.

T2, low ratio audio-frequency transformer, 3.75-1.

R1, 6-ohm carbon pressure rheostat.

R2, 6 ohm rheostat.

Three tube sockets, an open circuit jack, nine binding posts, bus wire for connections, a univernier dial for the condenser and a quarter-inch rod 8 inches long, complete the list of parts. The panel can be 7 by 13 inches.

The two binding posts for antenna and ground are mounted on a 3 by 3-inch panel in back left on the base, which may be 7 by 12 inches. The seven binding posts for A, B and C battery con-

nections are mounted on a panel 5 by 2 1/2 inches at the right side of the base.

The parts may be neatly arranged as shown in the sketch.

The feature of this set is the coils and the low-loss condenser. The univernier control keeps the condenser finely tuned.

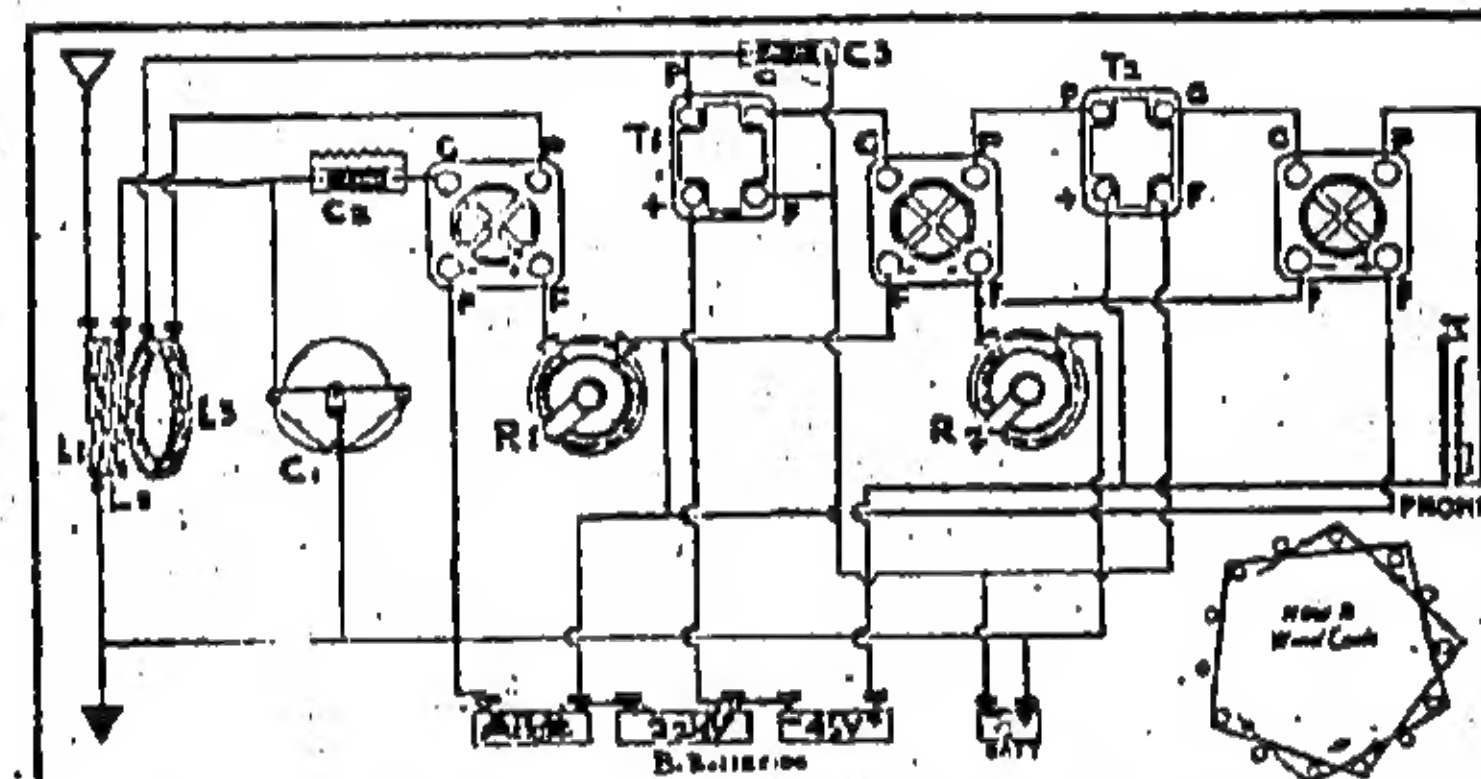
The antenna and secondary coil are actually one. It is basketwound around 14 pegs on a 3 1/2 inch circle, slipping every two pegs, as shown in the diagram. No. 18 or 20 wire is used, the heavier the wire, the lower the loss.

First wind 40 turns, then tap for ground, and complete the coil with six more turns, running this end to the antenna post, and the beginning of the coil to the grid. The grid side of the coil should face the tickler, which consists of 20 turns of the same wire, in the same direction with one end to the plate and the other to the high ratio transformer.

The tickler is mounted on a hinged support, and the primary and secondary on a permanent support oven with the tickler. The 8-inch rod is run through from the front to the rear panel and a hook arrangement soldered on so that a turn of the dial in front moves the tickler on the hinge, varying the inductance.

The coils may be kept intact to shoemaker's twine. The wiring should be as short and direct as possible yet neatness need not be sacrificed for this.

The tubes for this set consist of one UV200 and two UV201-A amplifiers. A C-battery is shunted across the filament posts of the two transformers and the negative side of the filament.



HOOK-UP DIAGRAM OF THE RECEIVER DESCRIBED HERE, WITH TOP VIEW SKETCH (BELOW) SHOWING ARRANGEMENT OF PARTS

SHE GETS W-E-D WITH THIS OUTFIT.



The groom will be aboard a liner approaching New York. The bride will be in a broadcasting station on shore. The marriage ceremony will be run from the radio room of the ship to the station. Avery Hopwood, prominent playwright, will be the groom and Rose Rolando, here pictured, will be bride in this wedding, so reports an American exchange.

Just unpacked a consignment of the latest Summer Frocks

AND Hats

From Paris

at moderate prices
Inspection cordially invited.

Les Elegances de Paris,
No. 8, Queen's Road Central.

Round each tablet of Sunlight Soap

is a wrapper containing full instructions
of the Sunlight Way of Washing.
Why not drop the old hard
way and try this?

It will save your Time.
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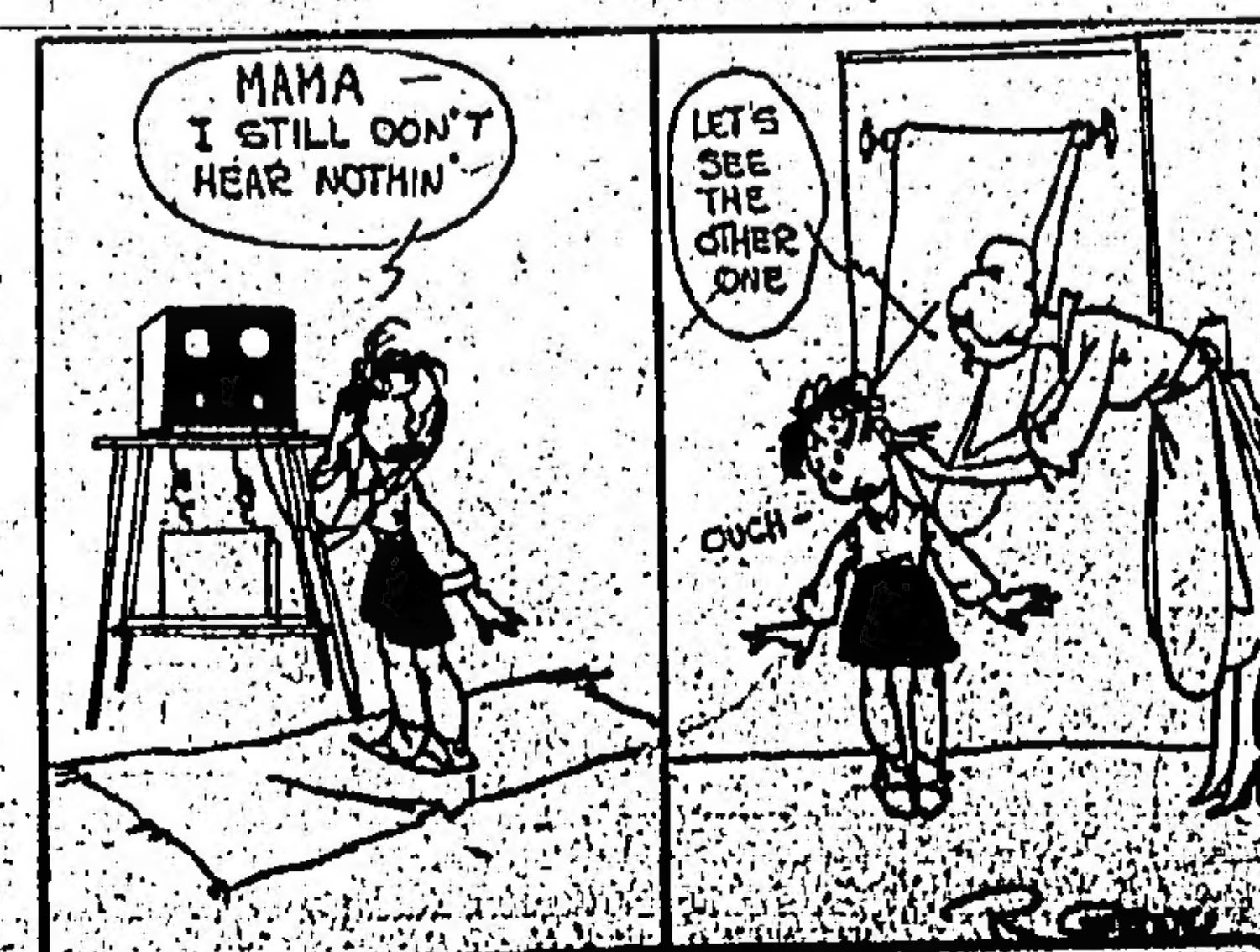
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LACTOGEN
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BABY

WOMEN'S INTERESTS

LACTOGEN
For Your
BABY



This model is wearing one of the latest creations that gives a very good idea of what skirt lengths and line for Autumn will be. The waist is lengthened and the skirt short. ed until the belt practically cuts it half and half. There is nothing to relieve the severity of cut but the wide belt of white leather with markings in Chinese red.

FLOWER RUGS.

Rugs imitating flowers or bouquets of flowers are the latest idea offered by one of the shops that specialises in these matters. One model shows a large rug representing a bouquet of flowers rimmed about with leaves, which gives a scalloped form to the borders of the rug. Smaller rugs to accompany this on present a single large flower with leaves jutting out from it to give an eccentric outline to the rug. Flowers and leaves are worked in natural colours. These flower rugs look most effective when shown up against a polished floor of neutral tone.

HESITATES TO ENTER CINEMA.



Presented the most beautiful girl in Wyomin, Miss Elizabeth Baker, who has offered to accept movie contracts. She is undecided, though, whether she will accept any of them.

NERVOUS CHILDREN.

Nervousness in children is not a rare occurrence. It is a well-recognised fact that in childhood there is very often a tendency towards instability of the nervous system. How readily they are moved to tears or to laughter; how easily their gastric regions are upset and the equilibrium of their temperature disturbed.

Some children are more unstable than others—those, for instance, whose parents are in some way not quite normal. But it is a very simple matter to help the small folk to grow out of these defects, so that presently they will become masters of themselves.

How may baby be assured of the adequate amount of sleep? This is the first principle to be studied and set in motion from the earliest days of infancy onwards. Baby at first will sleep all day, except during feed and bath time, &c. 16 or 17 hours not being in the least too much for him. With the omission of the 10 o'clock feed, he should have 12 hours' sleep until he is six or seven years old, with a dinner hour siesta.

THE QUALITY OF THE SLEEP.

The kind of sleep which he has matters greatly. To be really sufficient baby should be in a quiet room. The bed should not be domiciled completely against the angle of a corner, and while allowing no draughts, it is essential that there should be a continuous current of fresh air. Do not pile too many clothes on the cot or bed, but see that the child is warm when sleeping. The correct temperature of the room should be about 60 degrees Fahrenheit.

Do not let him become greatly excited immediately before bed time, nor indeed upon any occasion if you can help it.

If he is frightened of the dark, as so many youngsters are when the mechanism of thought becomes active in his sub-consciousness, deal gently with him.

Ridicule should never be used as a means of correction.

A HAIRDRESSING NOTE.

Large fancy hairpins, mostly of the diamond-studded description, have come back into fashion.

They are worn chiefly by women emerging from the shingled and bobbed stage, for they find two of these pins will not only suffice to keep the miniature "bun" in place, but lend attraction to the coiffure at one of its most difficult periods.



If you are to see cats with heads a hundred times their natural size, and flowers so large that you couldn't accommodate more than four or five in an average garden plot, don't be alarmed.

Your eyesight has not failed you, or the flora and fauna changed their habits.

You will probably just be looking for the first time at some of the new umbrellas.

For the latest novelties from London do not feature innocent pink roses or blue bow knots, but build a whole sunshade on the general plan of birds, lilies or cats, and they are composed of feathers and fur in order to get a more perfect likeness.

The eyes of the cat in one of the sunshades photographed are of glass, painted to copy as nearly as possible the stealthy eye of Tabby herself, and give a most sinister effect. The lily model is carried out in spotless ormine.

cularly lovely when combined with black lace.

White ostrich fringe that gives the effect of having been partly dipped in black dye is seen on the most modish evening gowns.

FOR BATHING.



The hot Terry cloth caps band itself with scarlet and black. The black satin suit and open the skirt front and open itself with white. Beneath, a most becoming kerchief of blue and red and white adds its picturesque touch to a swimming costume. The cap is a delightful affair of red rubber under a green cap cut in fish scale scale appropriate.

NOTES FROM PARIS.

Steel coloured pearls are very much liked for earrings, particularly if they are very large.

Beaded caps for evening wear are very elaborate in appearance and amazingly low in price.

Scarfs of silver cloth, painted in delicate colours, give an opalescent effect that is most unusual.

Fine tucks are used instead of pleats on the newest silk frocks—they are much more practical while giving practically the same effect.

Figured georgette crepe dresses with large floral designs frequently have a cape to match.

Bracelets of steel beads and necklaces of grey pearls are more stylish now than the more colourful effects in costume jewellery.

White chiffon printed in red, green or black, or with a combination of these shades, is the material from which French designers evolve the most sophisticated looking frocks, featuring particularly pleated or circular ruffles.

The combination of lizard skin and suede is noticed on the smartest footwear.

Debutantes who have not bobbed hair, or who are letting it grow again, are wearing the new head dress: it is pulled back tightly from the brow and brushed until it achieves a high luster. At the nap of the neck it is gathered into a close bun.

Yellow lingerie is seen to excellent advantage in georgette, crepe and crepe de chine and is particularly

THE CHOICE OF A SHAMPOO.

When choosing a shampoo two points must be considered, the colour of the hair and the type—whether it be too greasy or too dry. No mixture containing soda, ammonia, or salts of tartar should be used, as all three of these are injurious to the hair, drying it and in many cases causing premature greyness.

When the hair is exceptionally dry it is a good plan to massage a little oil into the roots before shampooing. This prevents the hair from becoming brittle and the ends from splitting.

The yolks of two eggs and the white of one, beaten up very lightly, make an excellent shampoo for fair or auburn hair. The eggs should be well massaged into the scalp and rubbed through the hair, then rinsed off with lukewarm water. Very hot water must not be used to the head when shampooing with raw eggs, as the heat would half cook the eggs and make the hair sticky.

After a shampoo the hair should always be rinsed twice, and to the second water a squeeze of lemon juice, a tablespoonful of white wine vinegar, should be added. Lemon juice is better for fair or golden hair and vinegar for the many shades of auburn or reddish brown.

A "WASH" FOR DARK TRESSSES.

An excellent shampoo mixture for dark hair can be made by mixing together two ounces of finely powdered Castile soap, one ounce of borax, ten drops of oil of rosemary and thirty drops of oil of rose geranium. Mix the ingredients thoroughly and keep in a tin. To one pint of hot water add a tablespoonful of the mixture. This will make a nice lather, which should be thoroughly massaged into the scalp and through the hair.

THE BLUE BAG FOR GREY HAIR.

When shampooing grey hair the greatest care must be taken to avoid anything which could tend to give a yellow tinge, and any preparation containing yolk of egg must be avoided. The recipe given above for dark hair can be used with excellent results, or a shampoo can be given with the whites only of three eggs beaten up thoroughly with a pinch of borax and a tablespoonful of spirit, bay rum or eau de Cologne. A squeeze of the blue-bag should be added to the second rinsing water to give the hair that beautiful silvery tint.

After the shampoo, the hair should be dried either in the open air, by sitting in front of a window upon which the sun gives, or by fanning. Never before a fire. Drying by artificial heat makes the hair harsh and brittle and much more difficult to wave.

THIS WEEK'S RECIPE.

RUSSIAN TOFFEE.

Required: 1lb. of loaf sugar, 1/4lb. of butter, 1 gill of unsweetened condensed milk, 2 tablespoonfuls of water, vanilla essence.

Melt the butter in a pan, add the sugar and water, and stir over the fire until boiled, add the condensed milk and boil up again, stirring all the time until the mixture thickens. Drop a little into cold water, and if it becomes hard and crisp the toffee is ready. Remove the pan from the fire, add the vanilla essence, and when the mixture no longer boils pour it into shallow greased tins. When nearly set mark it into squares with the back of a knife, and break when cold. Wrap each piece in greaseproof paper and store in a tin.

THE CRETONNE GIRL AGAIN.

The Cretonne Girl is here again for the summer. But she wears her cretonne with a difference.

She hasn't revived the cretonne frock which she wore so charmingly a few seasons ago. Instead, she has adopted the cretonne coat and wears it over a gray, plain-coloured little frock.

The cretonne coat in cretonne is embroidered over in silks, and instead of threads so gorgeously that it can be worn for an evening coat. The Sports girl, however, is quite happy in a three-quarter length affair of ordinary cretonne, perhaps bound at the edges with plain coloured linen and tied at the neck with a ribbon of the same colour.



The little apron of net with its blue ribbon bow knot, pink silk flowers and Val lace edge, together with the pleated georgette panel beneath it, are points of fashion interest in this youthful frock. Other points are furnished by Dutch blue organdy, blanket, stitched about with white and applied to the outer white organdy blouse and skirt of the frock.

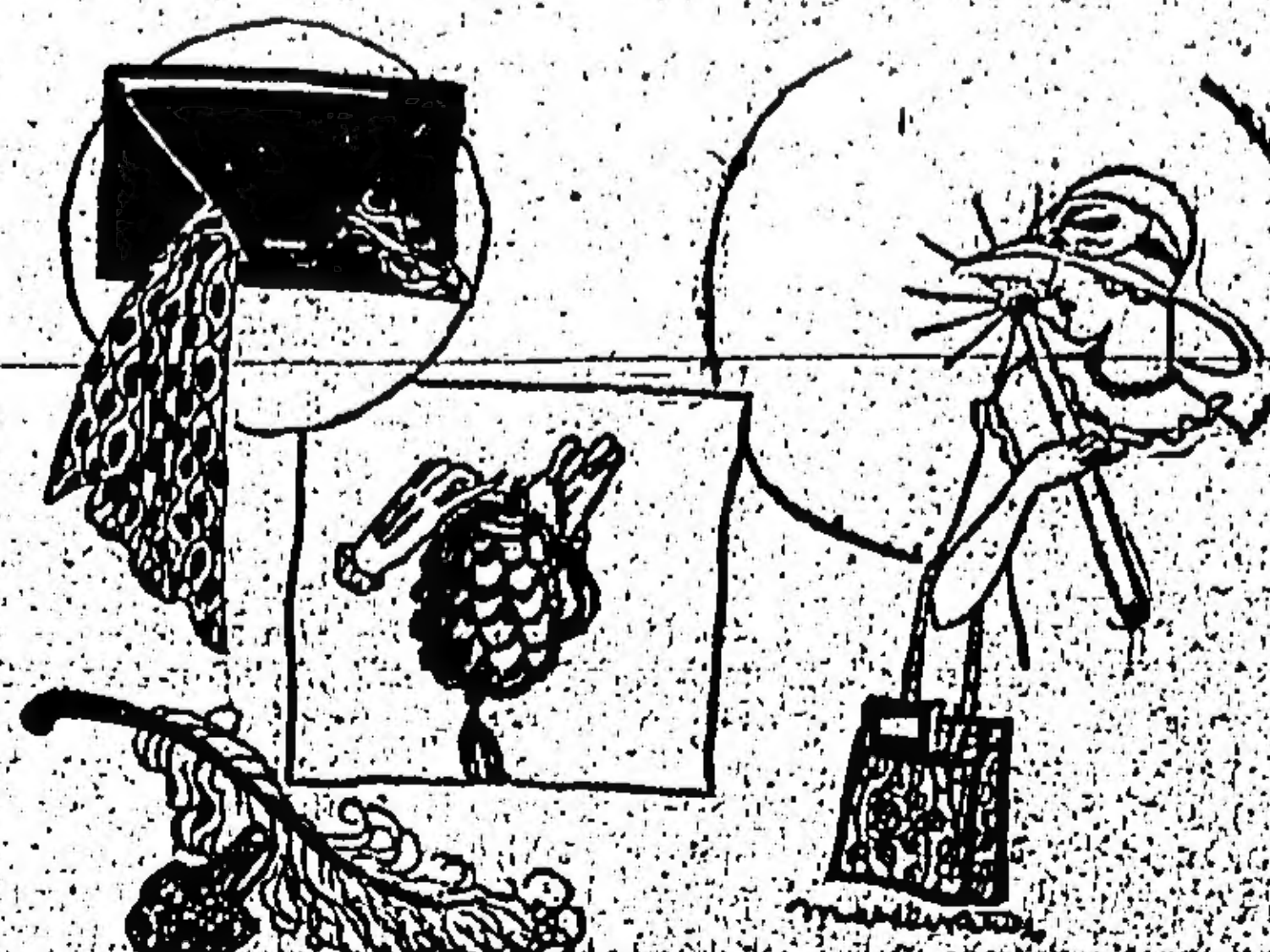
BATHING SUNSHADES.

The latest bathing parasols are of gaily coloured hues, adorned with fantastic birds, and beasts cut from linen of a contrasting colour, and applied in position.

Any boldly-drawn pattern may be chosen; one expensive sunshade shown by an exclusive firm bore a couple of long and very lively dragons chasing each other round the edge.

Very gay are the rubber bathing caps, entirely covered with small red or yellow blossoms, making the wearer's head look like a bunch of flowers, with indiarubber straps and shoes to match, and a pose to match the cap for buckle.

BAGS OF THE MOMENT.



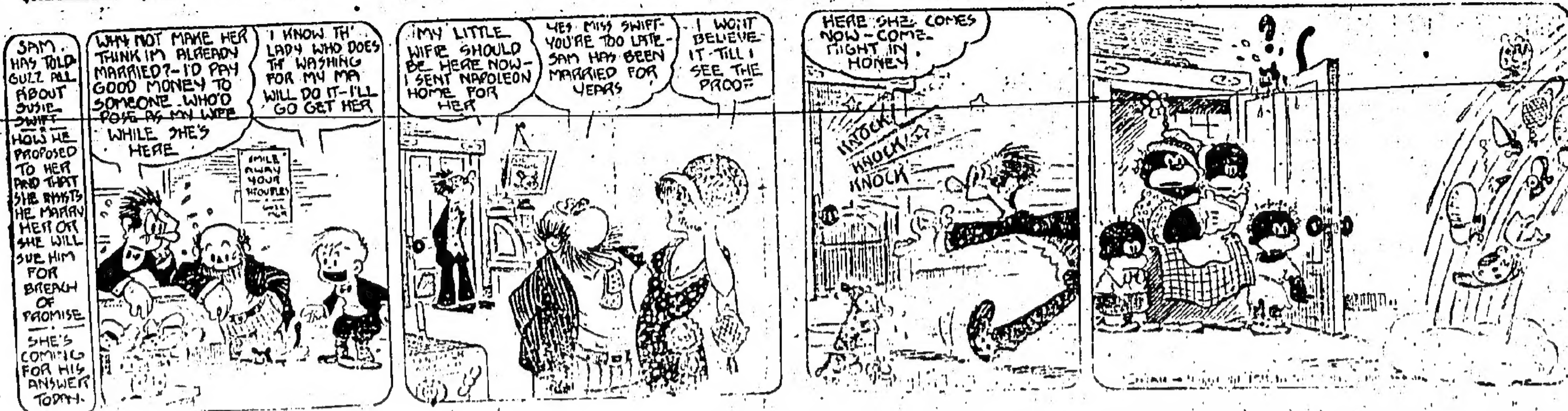
The bag which is the most popular of the moment is the one which is made of silk or satin, with a large, round, flat top, and a long, thin handle. It is often decorated with a large, round, flat top, and a long, thin handle. It is often decorated with a large, round, flat top, and a long, thin handle. It is often decorated with a large, round, flat top, and a long, thin handle.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

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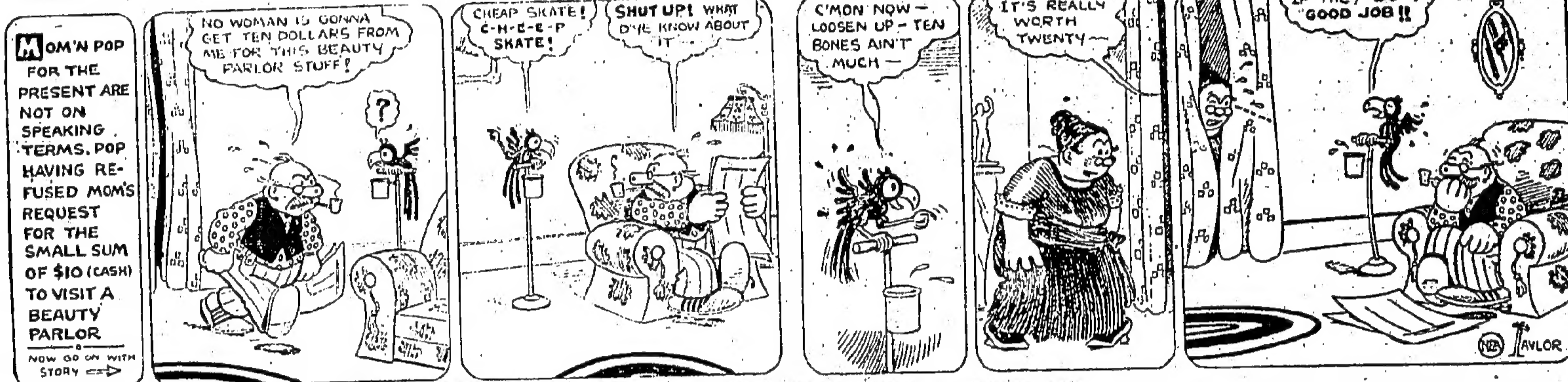
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MOM'N POP

Polly Knows Face Value

By Taylor



FUNNY STORIES.

NO PLAY.
"Are you an actress, auntie?"
"No, darling, why do you ask?"
"Because daddy said when you came we'd have a second." - *Kubark.*

MEN WORTH WHILE
"Do you know what becomes of the boys who smoke cigarettes?" asked the kind old lady.
"Sure," replied the boy. "Ain't you never seen any of them big cigarette advertisements?" - *Judge.*

UP TO DATE
Slate—Did you meet any stage robbers while you were out west?
Flats—Yes, I took a couple of chorus girls out to dinner—*Utah Humbug.*

ALWAYS CLARENCE
"Clarence," she called.
He stopped the car and looked around.
"I am not accustomed to call my chauffeurs by their first names, Clarence. What is your surname?"
"Darling, madam."
"Drive on, Clarence," - *Judge.*

BITTER DISAPPOINTMENT.
Eloping Wife (sobbing)—I've just had a telegram from my husband.
Her Lover (anxiously)—He doesn't want you to go back, does he?
"N-no. All he wants to know is where I left his clean pair of socks, the b-brute!" - *Sydney Bulletin.*

EX-ACTLY.
Sam—What are you doin' now?
B—I'm an exporter.
Sam—An exporter?
B—Yep, the Pullman Company just fired me. - *Black and Blue Joy.*

RESTRAINT.
She—Before we were married you called me an angel.
He—I know it.
"But now you don't call me anything."
"That shows my self-control." - *London Opinion.*

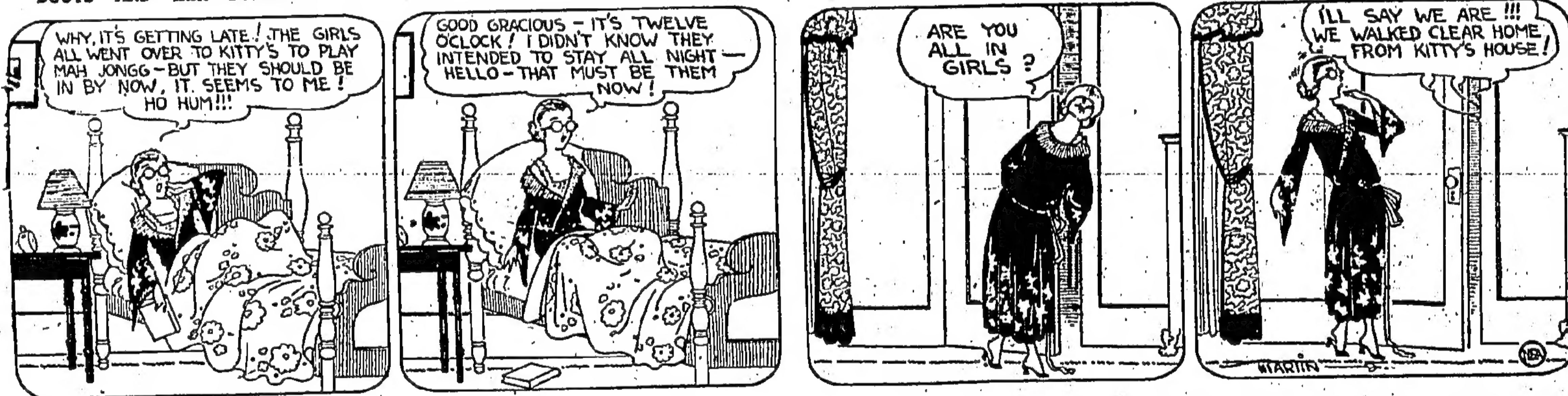
THE QUESTION.
"I don't see how we can go to Europe this summer."
"You know it's on the children's account."
"Yes, but have they that much in the bank?" - *The Harvard Lampoon.*

THE COMPLETE ANGLER.
The novice at trout fishing had hooked a very small trout, and had wound it in till it was rammed against the end of the rod.
Pupil—What do I do now?
Instructor—Climb up the rod and stab it. - *Dry Goods Economist.*

BOOTS AND HER BUDDIES

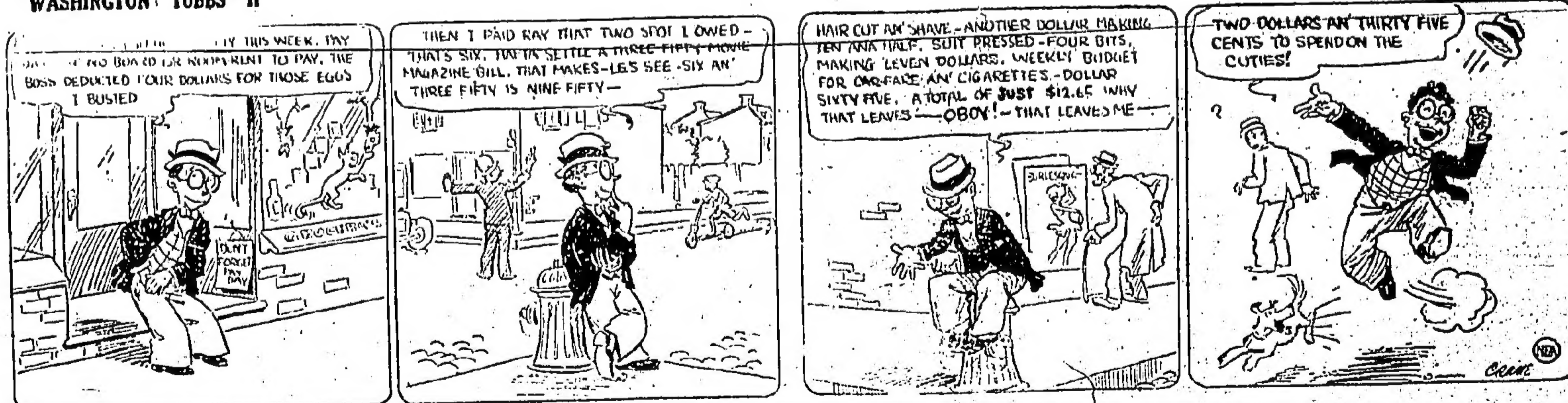
Very Much So

By Martin



WASHINGTON TUBBS II

By Crane



FRECKLES AND HIS FRIENDS

Tag Seeks Information

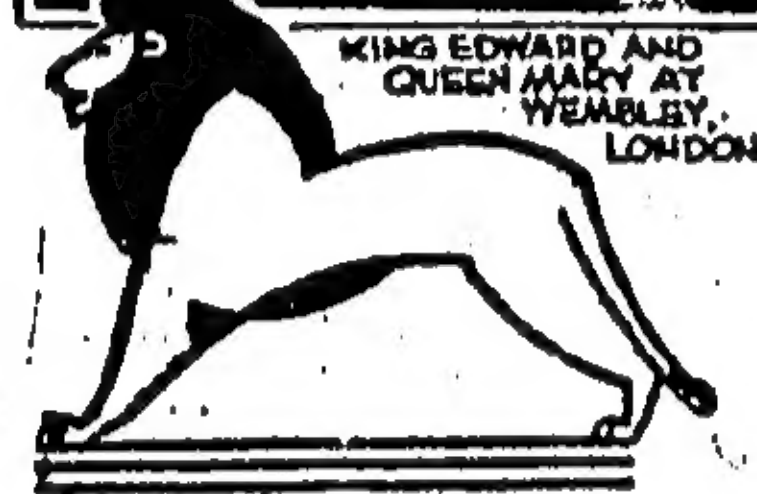
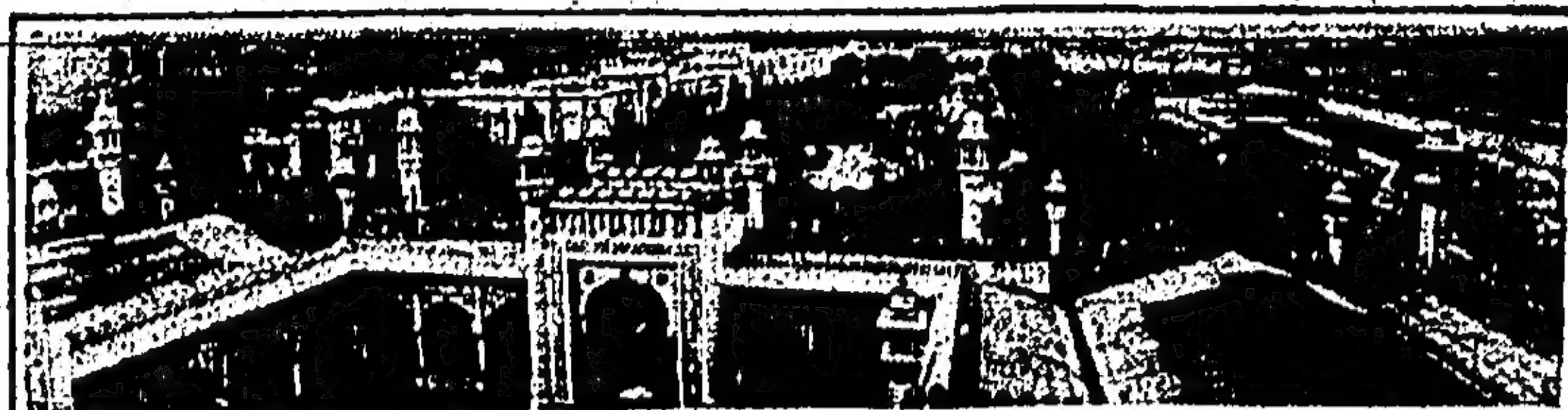
BY BLOSSER



FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 26th. JULY, 1924.

THE GREAT WEMBLEY EXHIBITION. Still Drawing Tourists from All Parts.



All roads lead to London, for the sun never sets on the possessions of the British Empire and from each of them thousands of tourists are still making for the British Empire Exhibition now in progress. Other thousands from the United States are crowding east-bound ships from Montreal and New York.

From the highest to the humblest, every Britisher is interested in this big show designed to demonstrate the resources and riches of the Empire. King George remarked to the King of Italy during the latter's recent visit on the 400-foot frieze that depicts the C.P.R.'s route from the British Isles to Japan, on which electrically-operated miniature steamships and railways manoeuvre, and on the illuminated map of Canada which he considered a

remarkable feature. His Majesty mentioned in passing that he himself had stayed at Banff, and Queen Mary showed interest in the green spot on the map that showed the location of the Prince of Wales' ranch and later viewed the paintings of the ranch itself, shown in another room.

The Canadian Pacific Railway has a very striking display including a model of a 160-acre irrigated farm, that interests not only the many who are looking to the Last Great West as a new

Each overseas country has contributed something individual and characteristic of its own civilization, such as a walled African village transported bodily to England. More than 300 picturesque natives of various far-away lands, are living according to their customs on the Fair Grounds. Motor tours to points of interest about England have been arranged and the tourist who visits England during the Exhibition, which will probably remain open next year as well, will have an opportunity of a life time.

SPORTS PARS.

Interesting World Items.

The Sunderland Football Club's accounts show a loss of £4322 on the season's working. The loss is chiefly due to player's wages and transfer fees, costing over £8000 more than in the previous season. The gross gate receipts from home League matches amounted to £29,177, a reduction of about £1500. Receipts from the English Cup ties amounted to only £500.

In winning the £1000 golf tournament at Deal, Charles A. Whitcombe, who is a native of Burnham, in Somersetshire, had on an average of the stroke over 4s per hole in the four rounds. That was a wonderful performance, even more wonderful than the fact that he won the first prize—£300 and a gold medal—nine ahead of his nearest rival. The previous best to Whitcombe's aggregate of 290 for four rounds on a Championship course, and under similar conditions, was Braid's 291, at the Prestwick Championship in 1908.

The death occurred recently of Mr. Joseph T. Magee, a well-known Irish sporting journalist. One of four brothers famous in Irish sport, one of whom was L. M. Magee, who at one time played Rugby for the Edinburgh Wanderers. Mr. Magee, was at one time a splendid sprinter, winning the Irish 220 yards amateur championship in 1891, and the quarter-mile title in 1893. Under the G.A.A. Rules he won the 100 yards championship in 1892-93 and 1896, and the furlong in 1893 and 1896. Mr. Magee was also a fine Rugby player for Boctive Rangers, and gained international caps against England and Scotland in 1895.

The Olympic Rugby final between France and America was a strenuous effort, both on and off the field. Several players were hurt, and France finished with thirteen men. As for the spectators, the Paris *New York Herald* says that parts of the French crowd showed distinct hostility to the American players, and on several occasions "booed" them. A regrettable incident happened near the end of the game, when a young American art student, a pupil at Julien's Academy, was struck on the head with a cane by an infuriated Frenchman, who objected to the college yells which were being given by a group of eight students. Another American spectator was also slightly injured by the same man as he attempted to go to the assistance of his friend.

Young M'Menomy, a son of the old Colt, is likely to play for the Queen's Park next season. His name is John, and he, like his father, is an inside wing forward.

It was decided at Portrush recently to play next year's British women's golf championship on the old links at Troon in May.

Mr. A. Scott Duncan is going to Cowdenheath to be their manager. He has decided to remain with the Hamilton Academicals, who have made it worth his while to stay.

A well known writer on billiards says W. Smith must still be regarded as the best player in the game. He beat T. Newman five times during the season, and lost to the champion three times.

At the Witwatersrand University sports, held at Johannesburg, G. Steit cleared 6 ft. 1 1/4 in. in the high jump, thus breaking Sutherland's South African record of 6 ft. 3/4 of an in.

West Ham United are to extend and enlarge their ground at Upton Park, and the work is to be ready for the opening of next season. The scheme will involve an outlay of £20,000.

RUBBER PROSPECT IN FLORIDA.

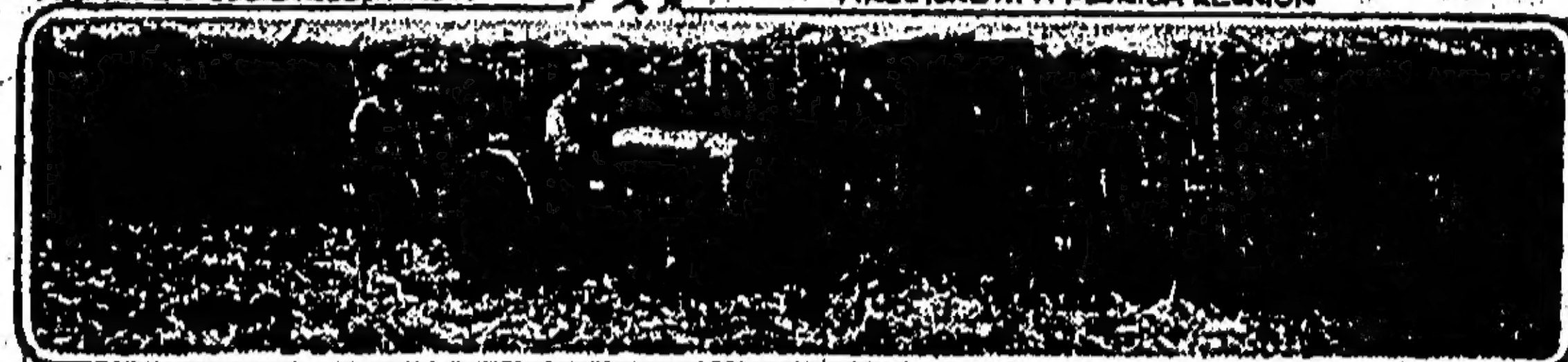
Land Where Wonderful Fruits Grow.



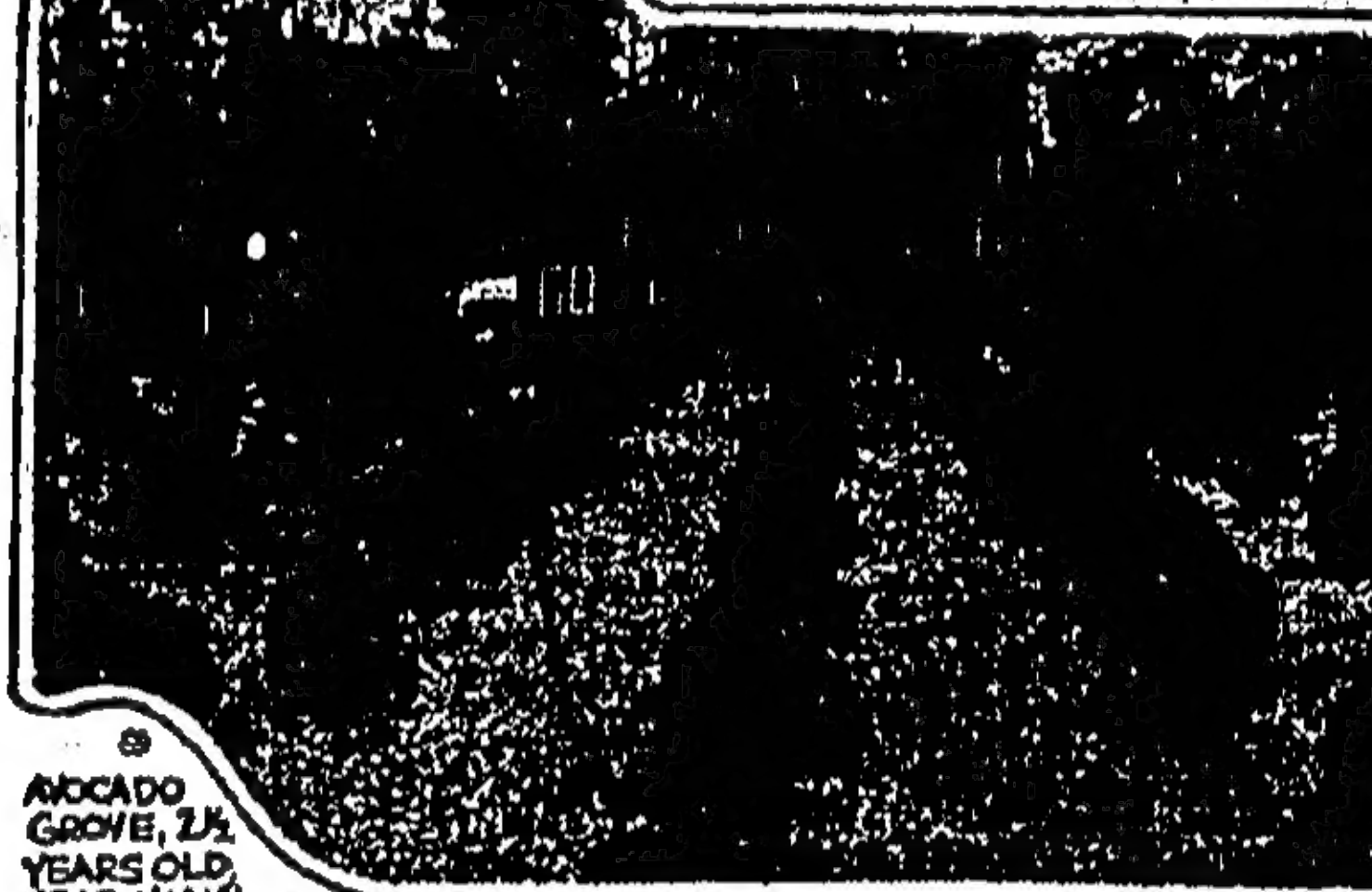
HOW THE LATEX OR MILK IS TAPPED FROM THE RUBBER TREE IN INDIA



THOMAS A. EDISON, HENRY FORD, AND HARVEY S. FIRESTONE AT A FLORIDA REUNION



HARVESTING RUBBER TREES WITH TRACTORS IN THE EVERGLADES



AVOCADO GROVE, 22 YEARS OLD, NEAR MIAMI



IN DARK JUNGLE OF HURD SHAR CANE GROWN ON MARL LAND WHICH HAS PRODUCED 15 SUCCESSIVE CROPS WITHOUT FERTILIZATION, DADE COUNTY, FLORIDA

Homestead, Florida.—When to be presaged by Mr. Ford's of Homestead, in the Southern part of Florida's East Coast. One Mr. Harvey S. Firestone after purchase of 8,000 acres of land conferring with his friends, Henry in the Southern part of the state. The demand for rubber is steadily increasing. Enormous quantities of it are now used in tyres and for other commercial purposes. Sugar has a big commercial outlook. Harriburg men and local pioneers of Homestead are planning large sugar and other developments on the marl land.

ENGLISH SILVER CUPS

SILVER CHALLENGE CUPS AND BOWLS IN ALL SIZES AND STYLES FROM \$10.50 to \$750.00

SILVER AND GOLD TEAM MEDALS

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SELECTIONS WILLINGLY SENT ON APPROVAL

ALL CUPS AND BOWLS ARE SUPPLIED WITH EBONISED PLINTHS

ENGRAVING DONE ON THE PREMISES.



ENGLISH GOVERNMENT HALL MARKED SILVER CUPS AND BOWLS.

MADE IN ENGLAND.

GUARANTEED NOT TO TURN BLACK.

AND TO CONTAIN A HIGHER PERCENTAGE OF SILVER

THAN ANY CUP OR BOWL

MADE IN THE EAST.

EACH CUP IS FINISHED BY HAND

AND ALL JOINTS ARE HARD SOLDERED AND WILL NOT FALL TO PIECES.

PRICES ON APPLICATION.

LANE, CRAWFORD, LTD. JEWELLERS and SILVERSMITHS (HONGKONG HOTEL BUILDINGS) CORNER PEDDER STREET and QUEEN'S ROAD

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."



Sole Agents:—

DODWELL & Co., Ltd.

Telephone C-4889



Stuck!

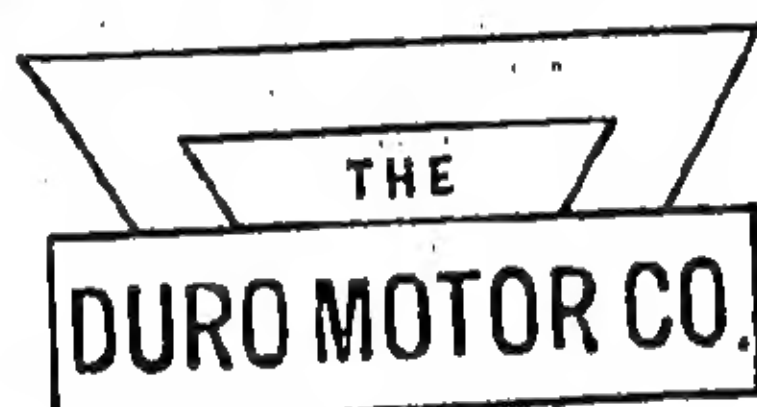
Yes - - - stuck. And why? Because this truck was not given the expert care which every hard working machine MUST have, if it is to give maximum service.

Don't wait till YOUR truck breaks down before deciding to come here for really efficient motor service. DECIDE NOW.

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.
Telephone Central 3950. A. J. Allison, Service Manager.

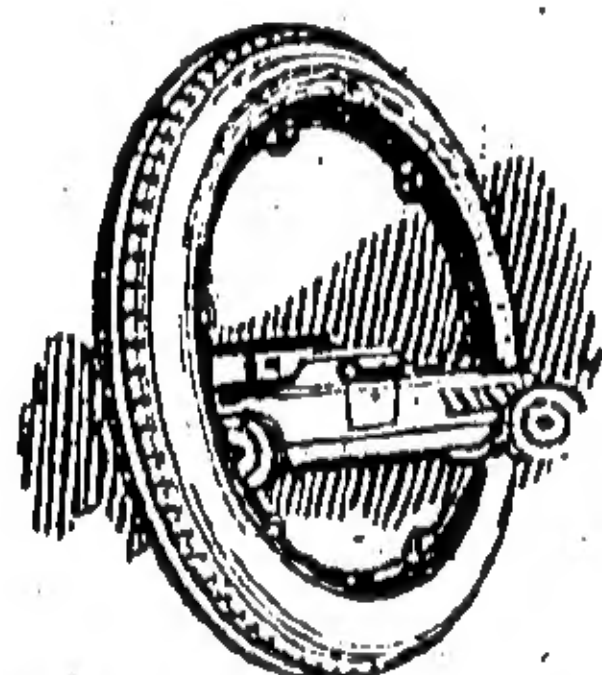
A Comfortable Car and a careful Driver mean Satisfaction and Safety.
KOWLOON'S NEW GARAGE



NATHAN ROAD

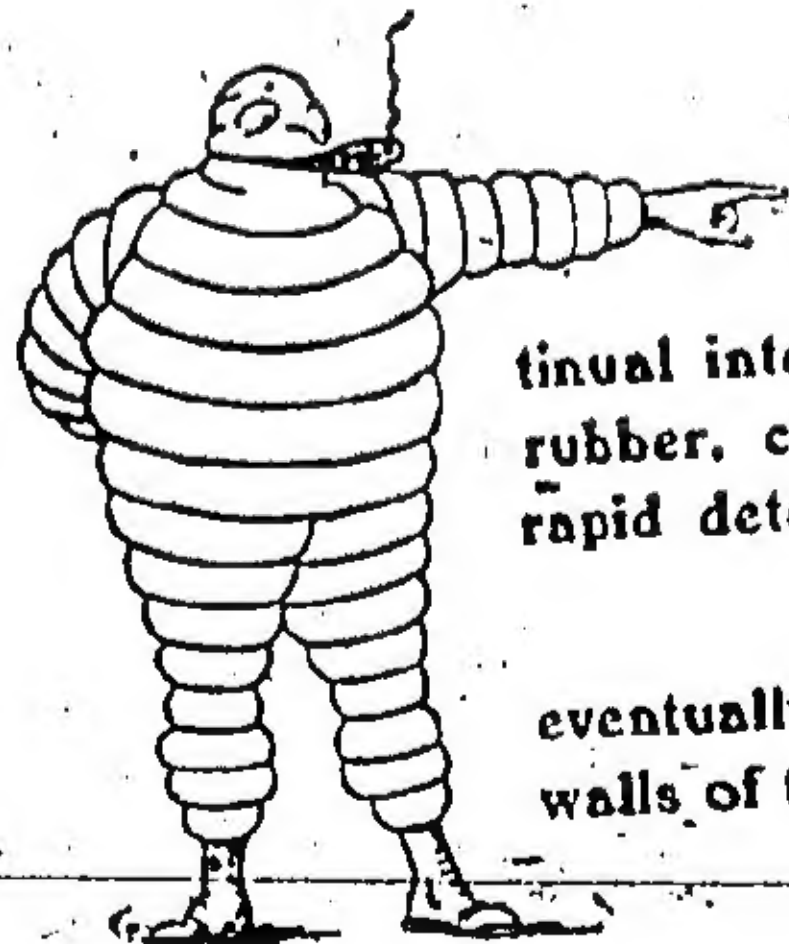
A good car is often damaged by bad storage. Space for a limited number of cars is available in our modern Garage.

CARS FOR HIRE



STORAGE

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under-inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone C.3438. China Building, 1st Floor.

NEW FABRIC BODIES.

Automobile bodies of fabric construction in place of sheet metal have been tested and found serviceable.

This is the report made to the Society of Automotive Engineers by Mr. K. L. Childs, president of a corporation manufacturing fabric auto bodies. After driving a fabric body car 20,000 miles under all kinds of road and climatic conditions, Mr. Childs makes these claims.

1. Fabric bodies are quieter than equivalent metal bodies, eliminating most of the drumming and rumbling sounds encountered in sedans.

2. Fabric bodies average from 25 to 110 pounds lighter than corresponding metal bodies.

3. They can be cleaned more easily than the painted metal bodies, because the fabric coating is hard and withstands abrasion.

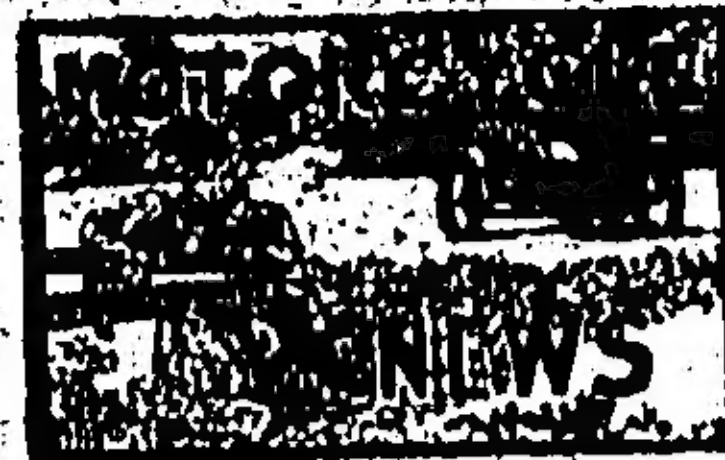
4. All panels are made in sections, so that any part of the body that may happen to be dented or injured can be removed without disturbing the rest of the body or any of the interior trimmings.

The last feature, Mr. Childs says, has led insurance companies to insure fabric bodies at a lower rate than metal bodies.

At the same time, he adds, construction of fabric bodies is easier, speedier and cheaper. In the end it may mean a reduction of at least 15 per cent. in the body costs of cars.

Mexico City bans horse-drawn vehicles from downtown streets.

California motorists are spending \$9,000,000 a month for gasoline.



FIRE-FIGHTING SIDECARS.

Motor cycle manufacturers in the United States are just now devoting considerable attention to the popularisation of sidecars among fire brigades for first-aid work.

DANGEROUS ROAD SURFACES.

That lithocrete roads were a great danger when they became greasy was the opinion expressed by the Sunderland Coronet at an inquest on a motor cyclist whose machine skidded on a patch of "grease".

"SOME" MINIMUM! From an advertisement—"For an extra £5 we supply a super sports model, guaranteed minimum speed 65 m.p.h." "No or Nothing" would be suitable slogan for this enterprising firm.

BRITISH MOTOR CYCLES—OVERSEAS.

Nearly half the total of New Hudson motor cycles on order at the present time are for overseas riders, while a similar state of affairs exists in connection with O.E.C. Blackburnes.

FRENCH H.P. RATING.

Formerly the French have been content to use the English symbol "h.p." to represent horse-power. Now the French equivalent to our S.M.M.T. has adopted the initials "c.v." (cheval vapeur), literally "horse-power," but the equivalent body in France to our Institute of Automobile Engineers prefers to use the abbreviation "ch." (chevaux).

INDIAN SUCCESSSES.

In the presence of His Majesty, the King, and His Royal Highness, the Prince of Asturias, Sr. I. Macaya astride his Indian was the victor in the 1000 c.c. class for the championship of Spain. This most important event took place in Barcelona at the Autodromo of Sitges on the 18th of May. The championship event was for a distance of 400 kilometers and the Indian covered this distance at an average speed of 117.547 kilometers per hour. By virtue of having won the first prize in the general classification 1000 c.c., the cup donated by His Majesty the King, and carrying with it the title "Champion of Spain," was presented to Sr. Macaya.

It is also announced that in South Africa the Indian now holds the "Garlick" Cup, "Vacuum" Cup and first South African Tourist Trophy.

FAST RIDING MATCH SUGGESTED.

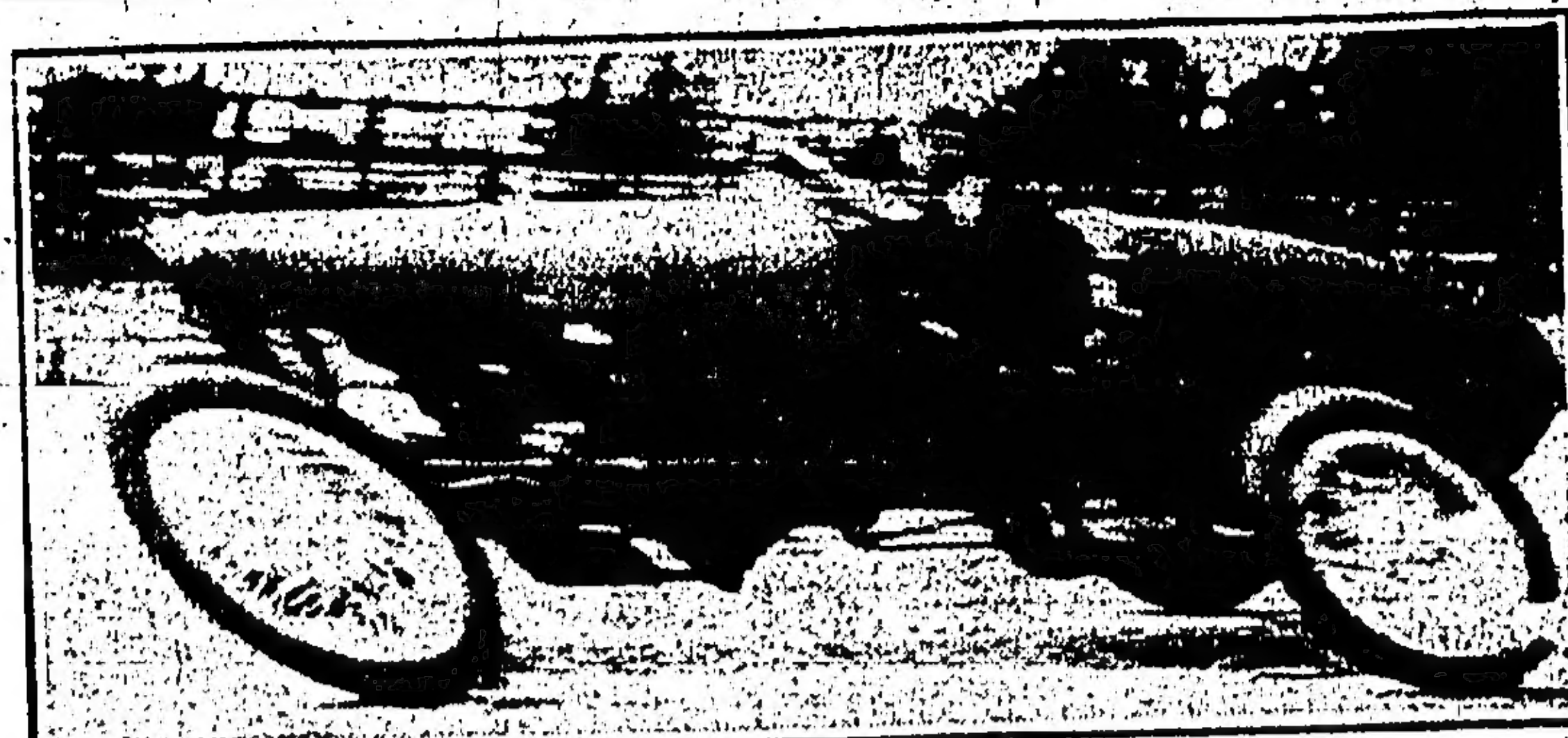
Mr. C. F. Temple writes to the Motor Cycle as follows:—"I have read with considerable interest the article in your recent issue under the heading 'The World's Fastest Motor Cyclist.' I notice that my name is mentioned and comparisons are made of Mr. Le Vack's performance and my own. I heartily congratulate Mr. Le Vack on the excellence of his performance, especially having regard to the extraordinary conditions under which it was achieved. It occurs to me that there would be considerable public interest in a match at Brooklands, under equal conditions, between Mr. Le Vack and myself, and would suggest that the B.M.C.R.C. should arrange the match as an event in an early meeting. It would also appear to me that it would be a good idea to establish the title as a permanent one to be competed for from time to time in the same manner as other sporting titles are, and under similar rules and regulations, including a suitable stake on each side. An international character might also be given to the event. I would suggest that it should be over a distance of say, from two to five laps."

INTERESTING GERMAN FLAT TWIN.

Introduced last September, the B.M.W. shaft-driven flat twin has since done well in German reliability and speed events. Three machines were entered in the Bavarian winter trial in the mountains and gained five prizes, also making fastest time for any type of vehicle.

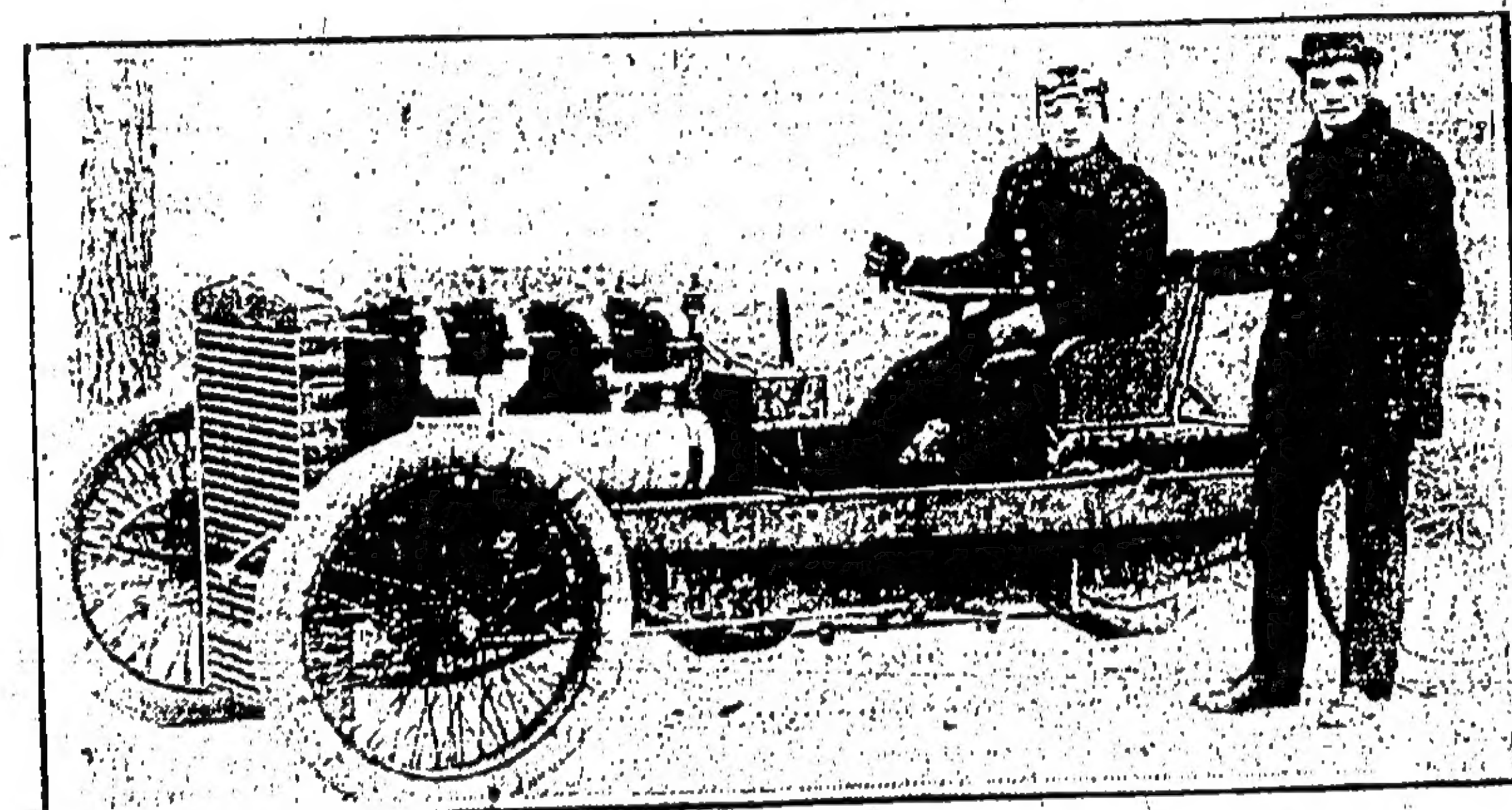
At first sight the machine resembles the post-war A.B.C. in appearance. It has a transversely mounted flat twin engine integral with the gear unit, but the final drive is by shaft through a Hardy flexible disc coupling, with enclosed bevel and crown wheel gearing at the rear hub. The frame is of duplex construction, though a single saddle tube is used. The front fork blades run from the hub right up to the head, and double cantilever springs are employed anchored at their forward ends to special stays. The rear brake is direct-acting on the belt rim, and

OFF FOR A NEW RECORD.



This is how a passing racing car looks to the crowd in the stands. The driver here shown is A. E. Moss, in a Barber-War-neck Special.

AN OLD-TIME RACING CAR.



This interesting picture, taken years ago, shows Henry Ford and Barney Oldfield, with their "999" crack racer.

MICHELIN REPRESENTATIVES.



The above picture shows Messrs Arnaud, Grasset and Derouet, representatives of the firm of Michelin and Cie, the famous French tyre manufacturers.

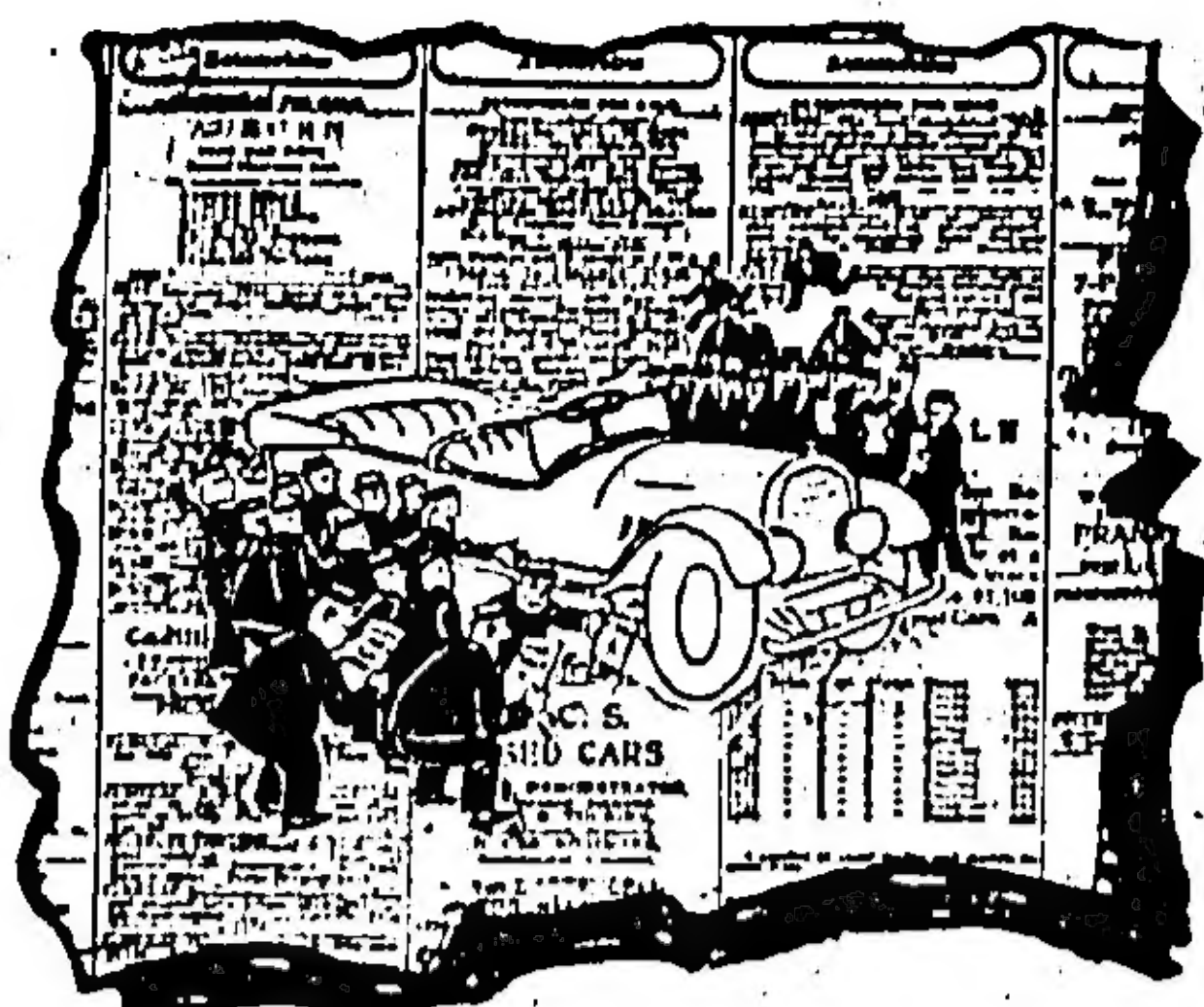
It is interesting to remark that these three gentlemen most recently in Hongkong, and that during the course of their travels since the Great War, have covered the whole world: Europe, America, Australia, Africa, New Zealand, China, Indo-China, Japan, Korea, Manchuria, and the Philippines.

Whilst staying in Hongkong these representatives were entertained by Mr. J. L. Durand, the Manager of the Europe Asia Trading Co., general agents of Michelin Tyres in South China. It was arranged that Hongkong should in the near future, be supplied with the new Michelin balloon comfort tyres. Those seeking further information should apply to the Europe-Asia Trading Company.

WHY SHOULD THEY WORRY?



A little bit of heaven and a little bit of hell.

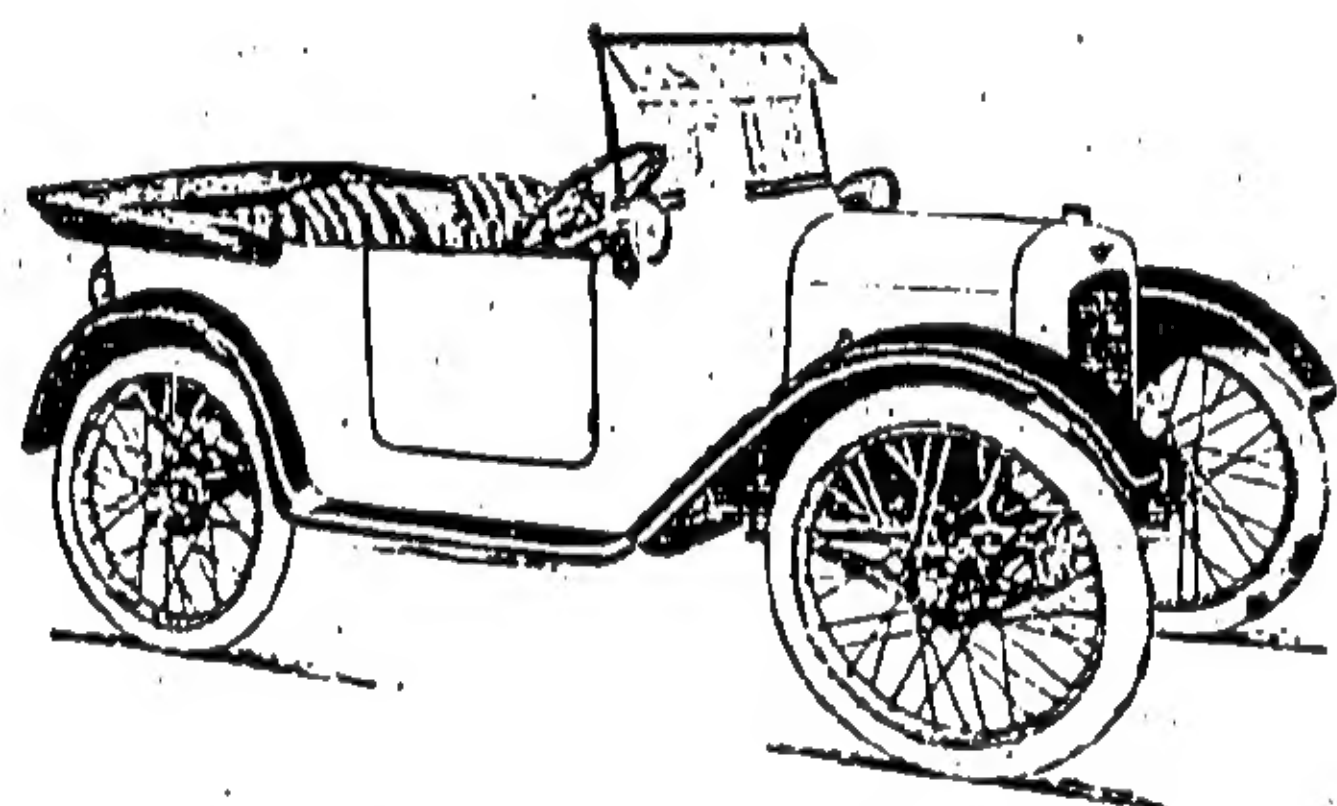


"THE CAR YOU WANT AT A PRICE YOU CAN AFFORD"

() Cadillac 5-passenger Touring Car	\$1,500
() Chandler 7-passenger Touring (54089)	\$1,500
() Chandler 4-passenger Speedster	\$2,500
() Cleveland 5-passenger Sport Model	\$2,500
() Dodge Brothers 5-passenger Touring Car (585184)	\$1,250
() Dodge Brothers 5-passenger Sedan	\$2,500
() Essex 5-passenger Touring	\$1,650
() Essex 5-passenger Sedan	\$1,800
() Hudson 7-passenger Touring (52988)	\$1,750
() Locomobile 7-passenger Touring	\$3,200
() Marmon 7-passenger Touring	\$2,750
() Singer 7-passenger Landauette	\$3,200
() Winton 7-passenger Limousine	\$2,500

REMEMBER:—A Used Car is only as good as the firm with which you deal.

Check (—) the car you wish further information about and mail this advertisement to us TO-DAY

THE DRAGON MOTOR CAR CO., LTD.
33, Wong Nei Chung Road, Hongkong.Name
Address

THE AUSTIN SEVEN

Two-seater with dickey seat. Electric Starting, Electric Lighting, Electric Horn, Dimmer Switch. Spare wheel with tyre. Side Screens, tool roll and accessories.

FOUR WHEEL BRAKES.

Price Ready For The Road - - - £188. 0. 0.
(Sports Model - - - £210. 0. 0.)

Delivery Guaranteed in 6/8 weeks.

Catalogues and full information on application to
Sole Agents for Hongkong & S. China.ALEX. ROSS & Co. (China) Ltd.
Bank of China Buildings, Hongkong.

Telephone, Central 27 or 2467.

ROUND THE WORLD FLIGHT
ON

SHELL

Squadron Leader A. S. C. Maclaren O.B.E., D.F.C.

M.C., A.F.C., is USING SHELL AVIATION SPIRIT
exclusively on his flight round the world.FLIGHT
ACROSS
ATLANTICFLIGHT
TO
AUSTRALIAFLIGHT
ACROSS
AFRICA

PERFORMANCE IS PROOF

THE ASIATIC PETROLEUM CO., (S.C.) LTD.

ONE HUNDRED MILES
AN HOUR.THE WONDER OF THE 350
c.c. KILOMETRE RECORD.

One hundred miles an hour! This is a truly remarkable speed to be attained by a motor cycle having an engine of less than 350 c.c. capacity. A speed that a few years ago was quite impossible and considered likely to remain so!

Let us consider for a moment what a speed of 100 m.p.h. really means. One hundred yards in ten seconds is what is called "even time." It takes a very good runner to equal this, and it has very seldom been beaten; of course, one must remember that the times in this case are taken from a standing start, but a first-class runner gets into his stride very quickly. Now "even time" is just about 20 m.p.h. (it is, in fact, a fraction over this, but our figures need not be more than reasonably approximate). One hundred miles an hour is equivalent to nearly fifty yards a second so that a distance of one hundred yards will be covered in just over two seconds.

THE REQUIRED HORSE POWER.

The air resistance that must be overcome when a motor cycle is travelling at so high a speed as 100 m.p.h. is very great, as it varies with the square of the speed. The usual constant for air resistance calculations is .003, but this is for flat surfaces, while a motor cycle and rider are full of curves, and .002 will probably meet the case. Taking the latter and estimating the sectional area of machine and rider as 5 sq. ft., the resistance works out as 100 lb. and the horse-power required to overcome this resistance as 27 h.p. (for the horse-power varies as the cube of the speed). It is, however, not easy to estimate the surface exposed to air resistance very correctly, and a racing motor cyclist lies very low over his tank; so 5 sq. ft. may be a little too much, and if we put it as 4 sq. ft. the necessary horse-power is reduced to 21.3 h.p., and it can hardly be less than this, which is a wonderful power to be developed by so small an engine. This is not all the horse-power required, because we have also to take account of the "tractive resistance," which may be taken as 20 kilograms per ton for a good surface. Supposing the total weight of the machine and rider to be 350 lb., this will work out at very nearly 2 h.p.

The gear ratio was 4.6 to 1 and the wheels were 26 in. in diameter. This means an engine speed of approximately 6,000 r.p.m., and therefore the speed of the periphery of the light outside flywheel, which was about 10 in. in diameter, must have been nearly 76 ft. per second, or 180 miles per hour. The exact top of the flywheel is moving in the same direction as the machine; therefore the speed of the machine may be added to the rotational speed, and this point will be found to be moving forward at the stupendous speed of 280 m.p.h., while the slowest point is travelling backwards at 80 m.p.h.

As the stroke measures .88 mm., the piston speed works out at 3,463 ft. per minute, or nearly 40 m.p.h.; and it was not so very long ago that 1,000 f.p.m. was considered to be the maximum piston speed attainable. Let us, then, the time in which the charge has to make its way into the cylinder is one two-hundredth part of a second.

THE FINEST FLIGHT.
THE CIRCUIT OF
AUSTRALIA

By completing the Circuit of Australia Wing-Commander Cobble and Flying-Officer McIntyre of the Royal Australian Air Force have put up a performance which may fairly be claimed as the finest flight in the history of Aviation.

On their arrival at Melbourne on May 19 they had covered 853 miles in 44 days, an average of about 200 miles a day, in 90 flying hours, or only a little less than 100 miles an hour over a course which faced every point of the compass. But they were not out to break record or to "put up a stunt," as the modern phrase has it. Their task was to make a rapid survey of the coast of Australia, with a view to judging where coast-defence air stations may best be placed.

They were not able to devote their time ashore to overhauling their machine and re-tuning; they had to make notes, write reports, and interview local people as to the topographical and meteorological peculiarities of each locality.

R.A.C. SMALL-CAR
TRIALS.SOME INTERESTING
EXTRACTS FROM
REPORT.Captain E. de Normanville, writes in the *Daily Chronicle*:—"As this newspaper took such a leading part in supporting the R.A.C. small car trials, I regret we have not space to publish the Judges' Report in full—unless we turned our column into a "To be continued" in our next" affair.

Anyhow, these are some of the twiddle-bits from the official report of the judges:—

"The total distance covered in these trials was 1,010.5 miles, fuel and oil consumption being measured over the first five days only, i.e., 838.8 miles. With regard to fuel and oil consumption of the various cars, it is interesting to compare these with the results obtained during the light car reliability trials of 1904 and 1914.

TWENTY YEARS AFTER.

In the former year the average fuel consumption was at the rate of 30.2 m.p.g. or 20 ton-miles per gallon, whilst the corresponding figures for 1914 were 35.99 and 23.95.

It will be seen that the average m.p.g. for the present trials is 35.23, which indicates a slight drop back from the 1914 figures, but the figures for ton-miles per gallon provide more encouraging reading, the average for the present trials being 32.76.

The best consumption results for the present trials are 46.22 m.p.g. No. 20, the 8 h.p. Gwynne, the winner of "The Daily Chronicle" 250 guineas cup for the best performance irrespective of class, and 37.63 ton-miles per gallon (No. 18, the 9-19 h.p. Seabrook), as compared with 43.35 and 26.67 respectively for the best in 1914. It is interesting to note that by far the best petrol consumption was obtained on the car fitted with a jet variable from the driving seat.

GENERAL CONCLUSIONS.

"Tubular front axles again proved their unsuitability for touring conditions, as in every case where such an axle was fitted it had bent. Pivot trouble was extensive, and was due to inadequate bearing surface and inattention. It should be remembered that 'Attention' caused drops of marks in the trials. Noisy back axles may be attributed to overloaded bearings or lack of rigidity of their housings, or both.

Faulty lubrication was the cause of most of the spring squeaks, although many of the springs were provided with zaitors. On the whole, however, the general condition of the cars at the conclusion of the trials showed that great advances have been made during the past ten years in design, construction, and materials.

With but four exceptions, electric starters were fitted, and the fact that only two-fifths of a minute of time (in excess of the permitted half-minute) was lost for starts after leaving the depot, and that no time in excess of the permitted two minutes was lost in the depot, speaks well for the general excellence of this component."

We feel that the Trials have been successful in demonstrating the many merits and comparatively few weaknesses of the small cars which took part in the Trials.

They had no prepared aerodromes. They had no prepared bases with spares and facilities for repairs. They just pushed off from Melbourne on a three-year-old Fairey Seaplane with a Rolls-Royce 'Eagle' VIII engine, flew round Australia and did their job.

Without in any way detracting from such performances as the trans-Atlantic flight, or the England-Australia flight, or the England-South Africa flight, or the more recent flight by M. Pellerin d'Ole to Indo-China, one can say unhesitatingly that the Australian flight is a better piece of work than any of them. It is called for a more prolonged effort than some of the great flights of the past and it has been done without the external assistance and vast preliminary organisation which alone have made the others possible. It was a pl-in-twin-in job, and it has won for the Royal Australian Air Force the admiration of all the World's aviators.

Tokyo has 9835 motor cars and trucks, Japan's total of autos is estimated at about 15,000.

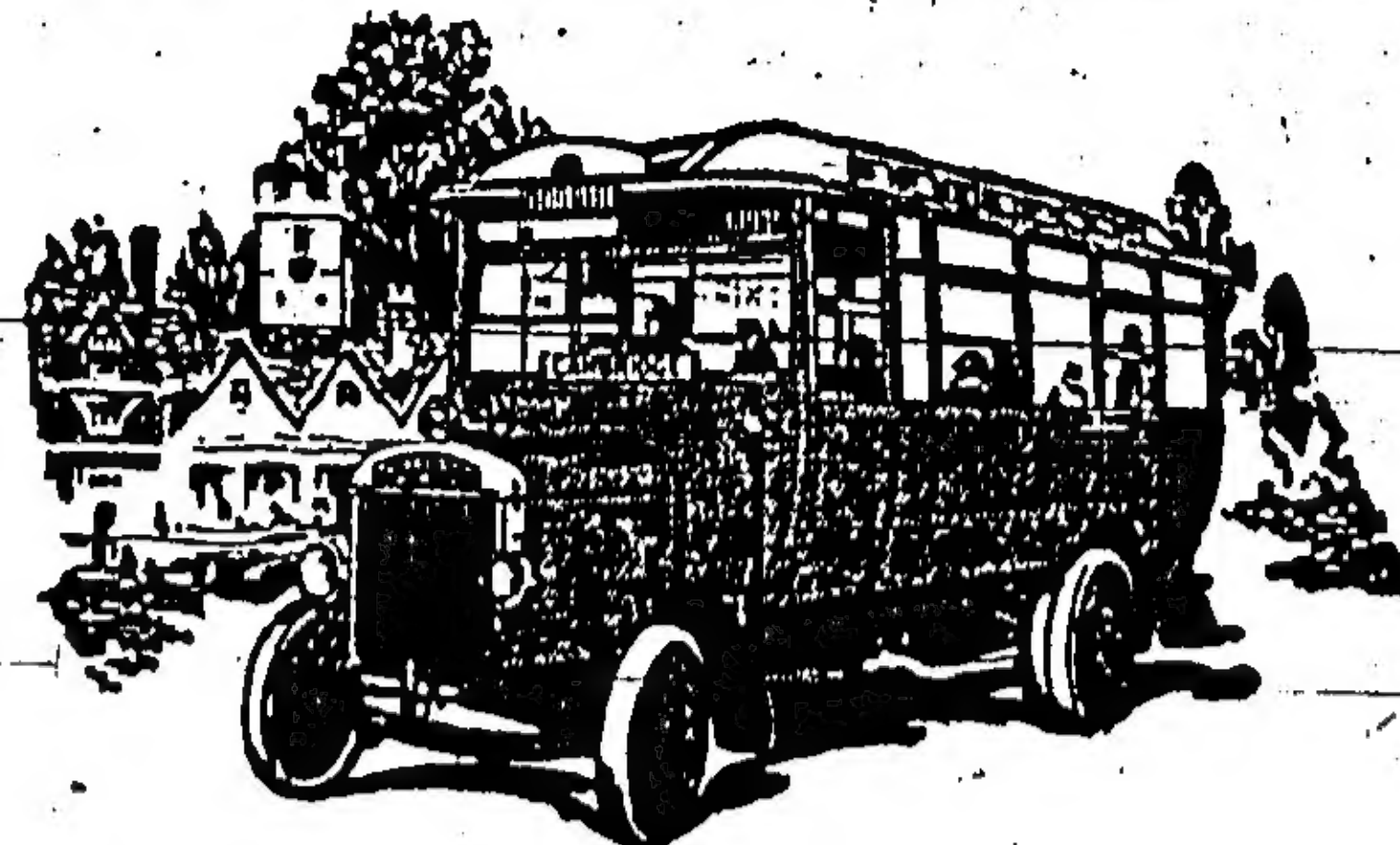
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COMMERCIAL VEHICLES

BUILT ENTIRELY OF BRITISH PARTS BY BRITISH LABOUR.

A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise

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BEST
BRITISH
MOTOR
VEHICLES

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ASSEMBLED
IN ENGLAND,
BUT ENTIRELY
BRITISH.SERVICE and ECONOMY
SPARE PARTS IN STOCK

Trust a Thornycroft with your Transport.

Specifications and Prices

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HONGKONG HOTEL GARAGE

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IF NOT A THORNYCROFT—BUY AN ENTIRELY BRITISH LORRY.

THE HONGKONG & SHANGHAI HOTELS LTD.

The Famous "GARNER" British-built
truck-chassis and passenger-bus.

Two of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres have arrived and are now on show in our Kowloon Branch Office, No. 1, Canton Road.

One 24-passenger British-built Bus, English pattern, complete with body and equipped with pneumatic tyres, also of the famous Manufacturer "GARNER" has also arrived by the S.S. "Glensheil".

Inspection is cordially invited.

SOLE AGENTS:

HONGKONG & KOWLOON TAXICAB CO., LTD.

26, Queen's Road Central.

Telephone No. C.1036.

ON BUYING A USED CAR.

A used car should be looked over with extreme care, checked up and tested thoroughly before being bought. There are nondescript dealers who wait for just such persons who are lax in this safeguard. They doctor up the car so that it "runs like new" while undergoing test. And it breaks down shortly after purchase.

Some of the tricks used are: Running the car on soft tyres, to hide rattles and hard springs. Covering up engine bearing knocks by chemically treating the crankcase oil so it has the consistency of mucilage. Quieting defective transmission or rear end with sawdust or powdered cork packing. Injecting acid into a nearly dead storage battery.

Mounting a new body on old chassis. Besides watching for such infractions, the prospective buyer should check up the timing of the motor, see that the car doesn't smoke too much—a sign of worn cylinders—and insist that a thorough test, including hill climbing, be made.

RESTRICTIONS WANTED. After a week's trial of the plan to do away with all parking regulations, Akron, O., is returning to its old form of limiting parking down-town, except for a few minor changes. Motorists called for the return to restrictions.

Dunlop's record of achievement in the field of Pneumatic Tyre construction, is unequalled.

DUNLOP

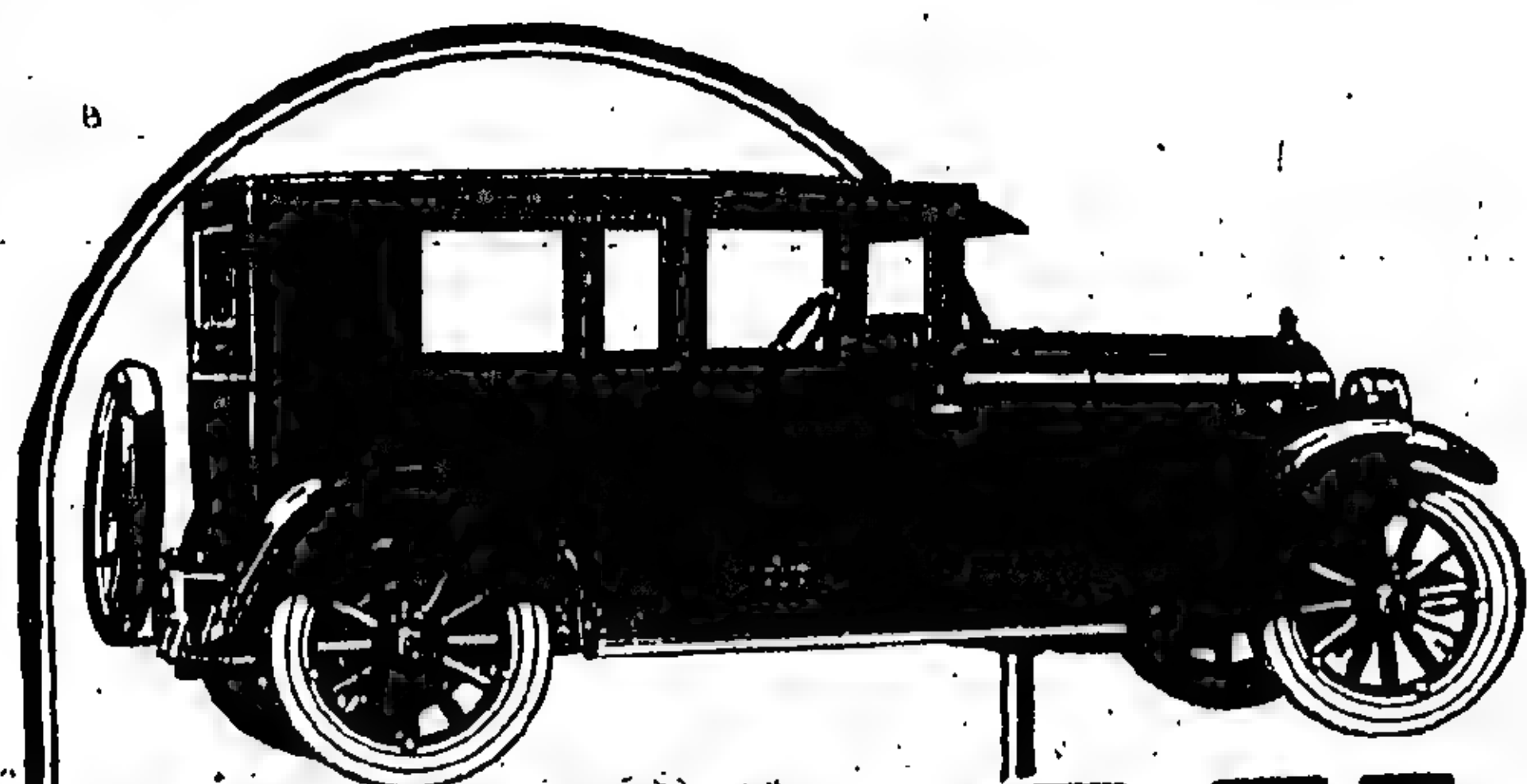
In the year 1888, Dunlop made the first pneumatic tyre.

In the present year, the Dunlop Cord is the longest mileage tyre. It is the product of over 30 years EXPERIENCE in tyre manufacture.

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A SIX-Built by Hudson

Note How Experts Praise It

"Hudson has produced a super Essex. It looks like the proverbial knockout."—From Automobile Topics

"The New Essex is a revelation of performance, ease of riding and smoothness."—From Motor Age

"A wonderful value—a car of which Hudson engineers have a right to be proud."—From Motor Life

PRICES—New Essex Six:

5-passenger Touring \$2,375

5-passenger Coach \$2,800

PRICES—Hudson Super-Six:

4-passenger Touring \$3,800

7-passenger Touring \$1,000

5-passenger Coach \$4,300

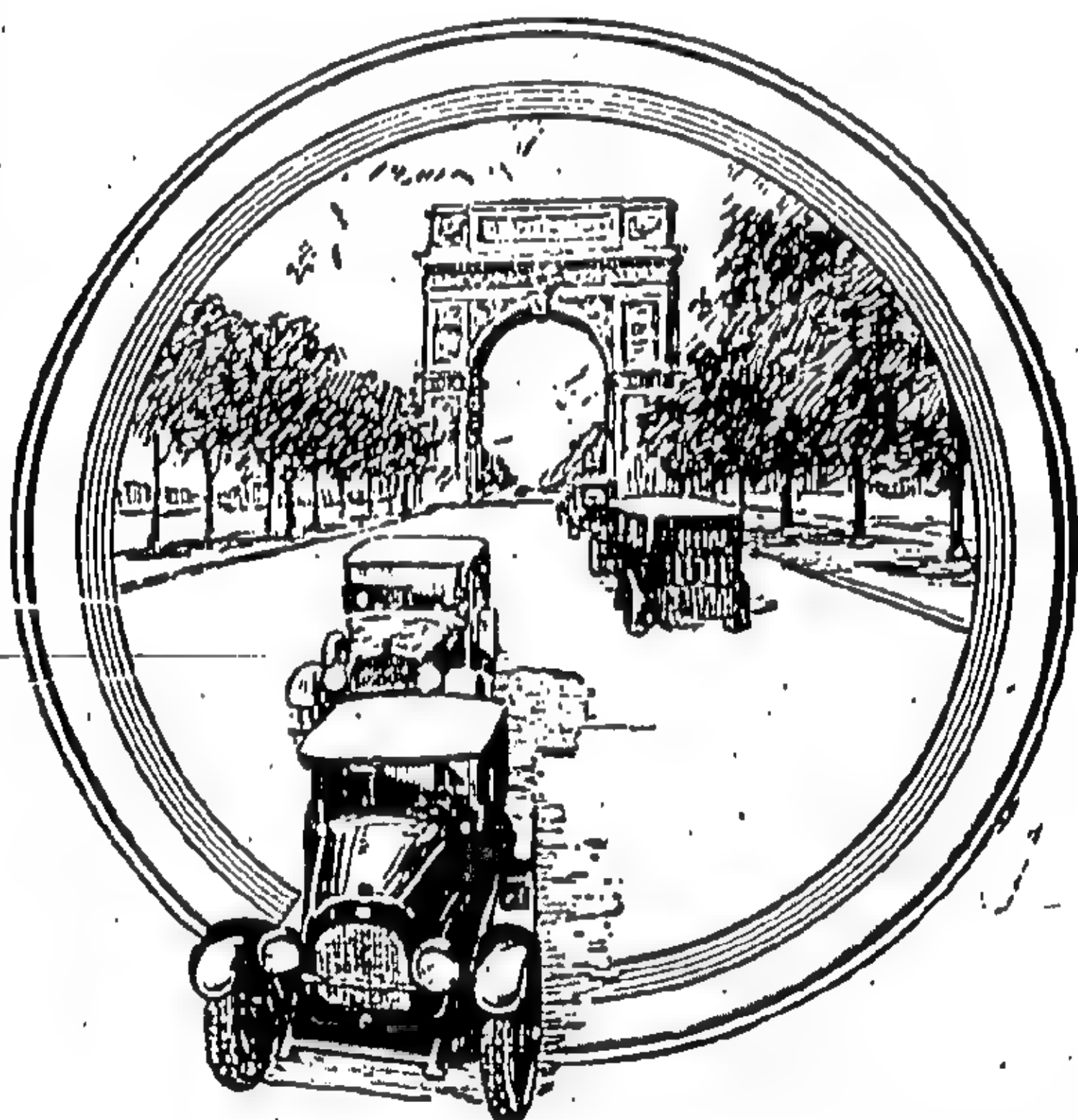
5-passenger Sedan \$5,000

7-passenger Sedan \$5,500

The DRAGON MOTOR CAR CO., LTD.

Telephone Central 3950.

33, Wong Nei Chung Road, Happy Valley.

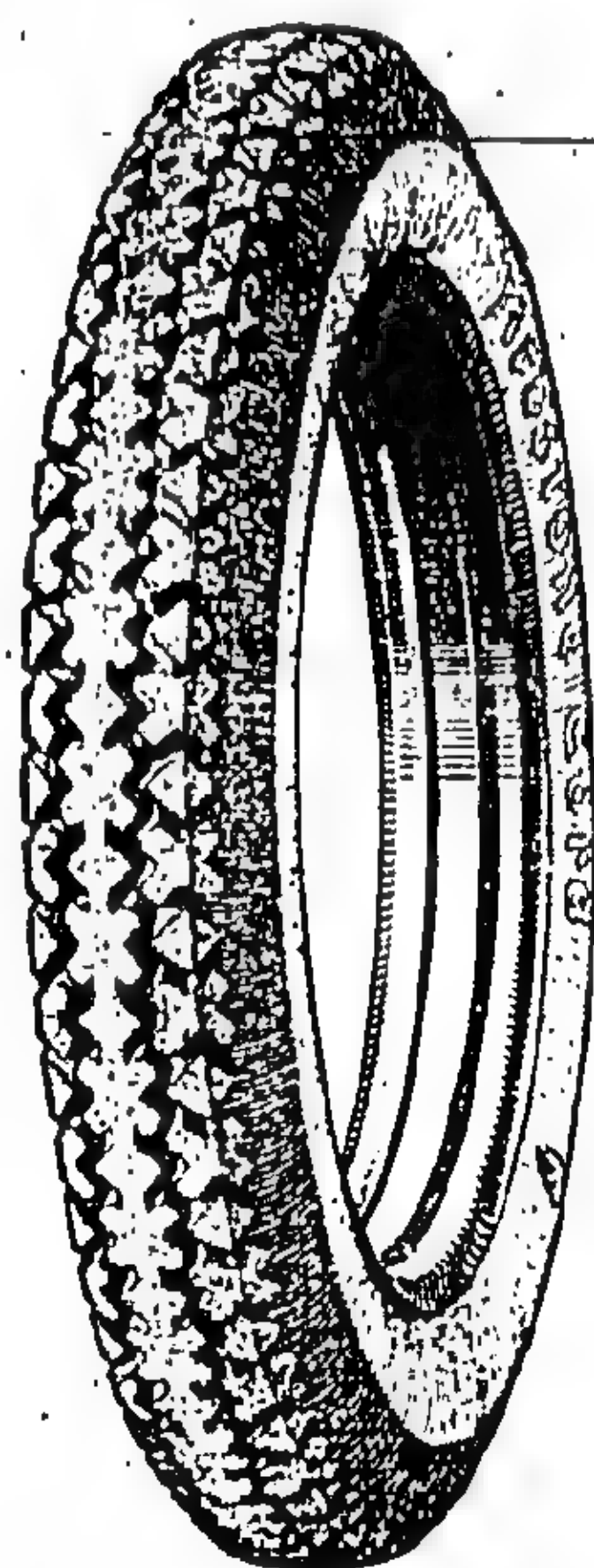


A Name Car-Owners Trust.

In every line of business achievement there is one name which stands for quality—always identified in the buyer's mind with the best of its kind.

In the tyre field the name, Firestone, bears this relation to the others. It is the name which experienced motorists immediately think of when exceptional quality is desired.

Firestone Tyre give the topmost limit of strong, dependable service, with added values in comfort, safety and appearance.



Most Miles per Dollar

THE DRAGON MOTOR CAR COMPANY, LTD.

24, Des Vaux Road, Hongkong Central 482

Howe Road and Service Station (Happy Valley) Central 3950

THE DURO MOTOR COMPANY.

26, Nathan Road, Kowloon Kowloon 226

(A full range of Motor Car and Motor Cycle Tyres and Tubes carried at each of the above addresses.)

Firestone

UNITED STATES AUTO VALVE ADJUSTMENT. OUTPUT.

STATISTICS OF AMERICAN MOTOR CAR PRODUCTION.

Very interesting figures on American motor-car production are given in a recent number of *Automotive Industries*. During 1923 no fewer than 3,636,599 passenger cars were built, and of these no fewer than 81.6 per cent. were priced at less than 1,000 dollars, or just over £200 at the normal rate of exchange, while as much as 97 per cent. of the total output cost less than 2,000 dollars.

Nothing less than sensational has been the growth of production during the last twelve years. This will be realized on reference to the following figures:

Year.	No. of Cars.
1912	356,000
1913	461,500
1914	543,679
1915	818,618
1916	1,493,617
1917	1,740,792
1918	926,388
1919	1,657,652
1920	1,883,158
1921	1,514,000
1922	2,406,296
1923	3,636,599

Another remarkable point to which we have previously called attention is the increasing popularity of the all-enclosed car. Thus during 1923 it is estimated that of the cars costing under 1,000 dollars, 31 per cent. were closed models, the corresponding figure for 1922 being 26 per cent. Of the higher priced cars the percentages are not unreasonably large. Thus, 38 per cent. of the production of 1,000 to 2,000 dollar cars were closed models, 41 per cent. of the 2,000 dollar to 3,000 cars, 55 per cent. of the 3,000 to 4,000 dollar cars and 60 per cent. of cars costing over 4,000 dollars were closed.

STAGGERING FIGURES.

Figures regarding the number of cars and commercial vehicles registered throughout the world have also been collected and the total figure is given as 18,241,477, of which 15,232,658 are registered in the United States. This leaves a total of 3,018,819 motor vehicles divided amongst other countries, of which 655,318 are registered in Great Britain, 642,571 in Canada, 460,000 in France, 152,068 in Germany, 130,540 in Australia, and 100,000 in the Argentine. No other country has a registration figure running into six figures, although there are twenty-six countries having five-figure registration totals, ranging from Italy's 82,357, to Czechoslovakia's 10,400.

It is of course, admitted that accurate figures are very difficult to obtain in certain cases, but even allowing considerable margin for possible errors, the differences involved between the various totals are in most cases so considerable as to make the percentage figures approximately accurate.

As regards design, there is a tendency for American manufacturers to reduce the number of models somewhat, and this year there are 95 makes and 120 models of chassis, as compared with 106 makes and 156 models last year, and 123 makes and 169 models the year before. Low pressure types and four-wheel brakes are the principal changes in design recorded, and as regards the low pressure types these are standard equipment on 3.1 per cent. of American cars, and optional equipment at extra cost on 27 per cent. Similarly, four-wheel brakes are standard on 11.1 per cent. and optional at extra cost on 18.6 per cent. of the various models.

SIX-CYLINDER ENGINES POPULAR.

Although the average bore and stroke are the same as last year, bore 3.43 in. (approximately 87.3 mm.) and stroke 4.8 in. (approximately 122.2 mm.), the average cubic capacity has increased from 2.73 to 2.91 cubic inch (approximately 4.216 c.c. to 4.229 c.c.), owing to the slightly larger average number of cylinders.

While twelve cylinder engines have entirely been dropped, eight-cylinder engines have suffered a slight reduction, and four-cylinder engines have declined further in popularity from 22.1 per cent. last year to 19.5 per cent. this year, so that six-cylinder engines form 70.3 per cent. of the total, against 66.9 per cent. last year.

There is little change to record in the matter of valve location, but, as regards cooling, pump circulation has increased in popularity and is employed on 75.4 per cent. of American cars, while thermosyphon circulation is used on 22.9 per cent., and air cooling on only 17 per cent.

HOW TO MAKE IT.

Every motor car owner likes to have his car at the top of its form and is proud to find it performing just a little better than an identically similar vehicle belonging to a friend. How many, however, realize the importance of the valves in the tuning operations by means of which they endeavour to reach this stage of perfection? The valves, like the rest of the car, will perform well even though neglected for long periods; on the other hand, any skilled attention that is given them is well repaid. Periodically, of course, they require grinding in, and such attention is usually given them each time decarbonisation of the cylinders becomes necessary, whether the job is performed at home or by garage employees. But the setting of the valve stem and tappet clearances is a task that is almost as important, and should at least be checked up very much more frequently.

The purpose of having clearance at all, and the necessary amount of that clearance do not seem to be generally understood. There is no mystery about it. The clearance between the stem of the valve and the tappet exists for the same reason that a gap is left between the ends of two adjoining lengths of rail on a railway—to allow for the expansion of the metal due to heat.

In the case of the valve clearance, if it were possible to use a valve with head, stem and tappet in one piece, or, if in two parts, with no clearance at all between them, this would doubtless be the most efficient method. As it is not so possible, obviously the most efficient gap is the smallest that will serve its purpose.

For the purpose of adjustment the maker's instruction book, and motorizing textbooks will tell the novice to two or three places of decimals what the gap should be; but the unfortunate novice has neither the means of making so precise a measurement, nor the skill to use it if he had. On the other hand, one is sometimes told that the gap should be "about the thickness of a visiting card"—which is going to the opposite extreme.

The best method of making the adjustment is to wait until the engine is as hot as it is ever likely to get in normal conditions—immediately upon concluding a run, for instance—loosen all the lock-nuts, and screw the tappets up with the fingers until there is, for practical purposes, no gap at all between tappet and valve stem. Actually, unless considerable force be used, there will be a film of oil between the two metal surfaces, and that film is all the gauge that is required. Having so adjusted each tappet, the corresponding lock-nut must be screwed home securely, and to do this while maintaining the gap unchanged is not easy. There is no royal road to success; rather it is a question of "hit and miss"; and the first time a novice attempts the task it is almost a certainty that he will find either that the valve is held permanently open, or that there is a gap of an appreciable fraction of a foot!

A final test with the fingers should be made, therefore, before attempting to run the engine. Each of the eight (or twelve, if the engine be a six-cylinder) tappets should have just perceptible movement and no more when an attempt is made to move it up and down in its guide.

It is better to set about the task systematically; start at cylinder number one and complete one valve at a time. And it is important that the cam for each valve should be clear of the foot of the tappet which it is intended to adjust. It does not matter whether the piston is precisely at the top or bottom of its stroke, so long as the tappet is quite free from the cam.

This method of valve adjustment may appear to the novice too delightfully free-and-easy to be really practical, but actually it is probable that a motorist with little experience with tools and gauges will get more efficient results than if he attempted to regulate the gap to a certain definite metric measurement when the engine was cold. In the latter case, for one thing, a different setting would be necessary for the inlet as compared with the exhaust valve, whereas by the "free-and-easy" method all gaps are the same—the thickness of the oil film—Car and Go!

Nineteen million automobiles are expected to be registered by the end of this year.

Armstrong Siddeley.

—“FOUR 14.”—

THE ALL BRITISH TOURING CAR.

FIRST COST—VERY MODERATE

RUNNING EXPENSES—Exceedingly low

PETROL CONSUMPTION—26-28 miles per Gallon.

YOU CANNOT BUY A BETTER CAR.

NEW MODEL ARRIVED.

Demonstration Invited.

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A NEW SHIPMENT OF "SERIES 3" NERACAR.

THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

It was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National SIX DAYS Trial; that won the run from Reading to Pittsburg and return, Pennsylvania State Championship, and won the Pennsylvania State 24 Hour Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of BIG PERFORMANCE. Keeps rider clean. Simple, easy to handle. 200 miles for \$1.00 of fuel. Ride all seasons, any weather.

FREE DEMONSTRATION—SOLD ON EASY TERMS.

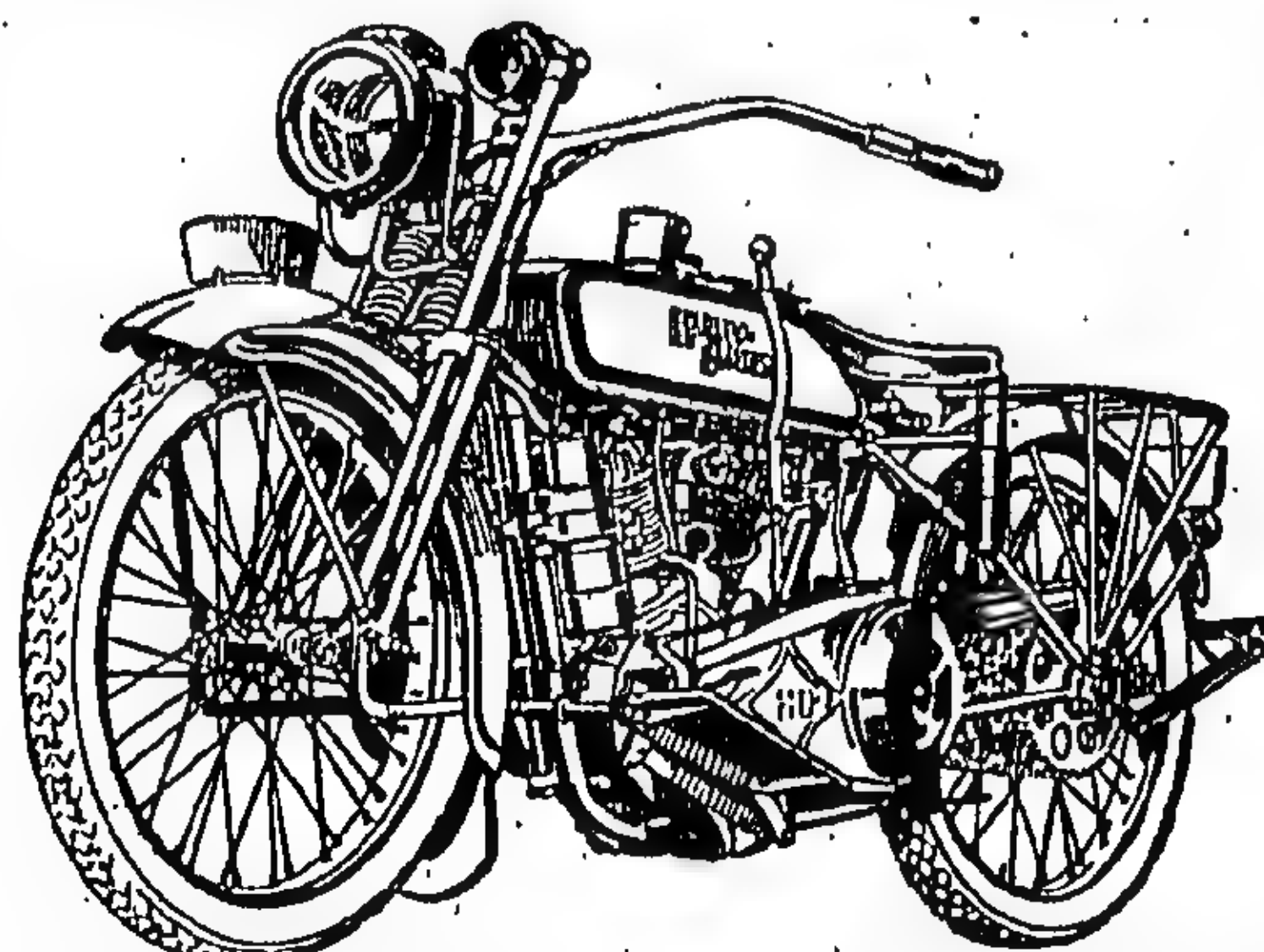
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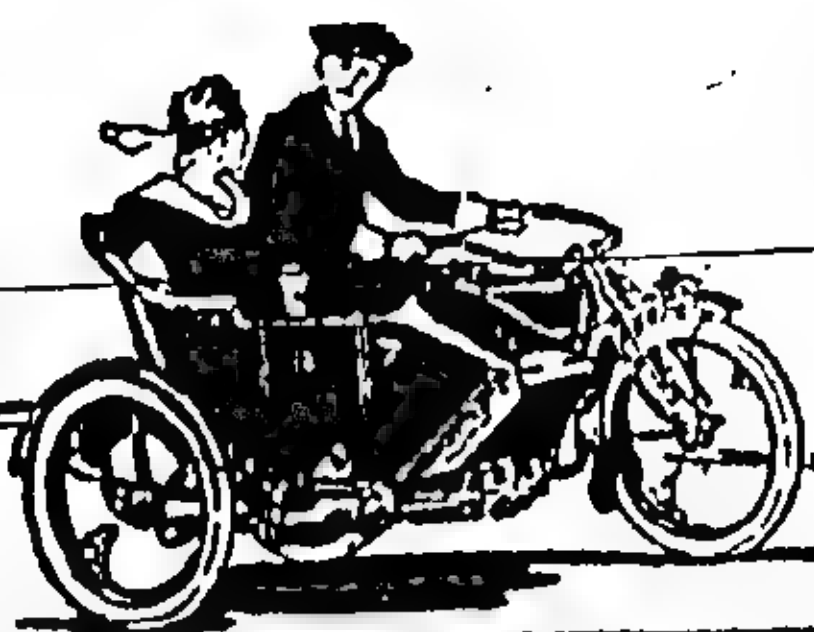
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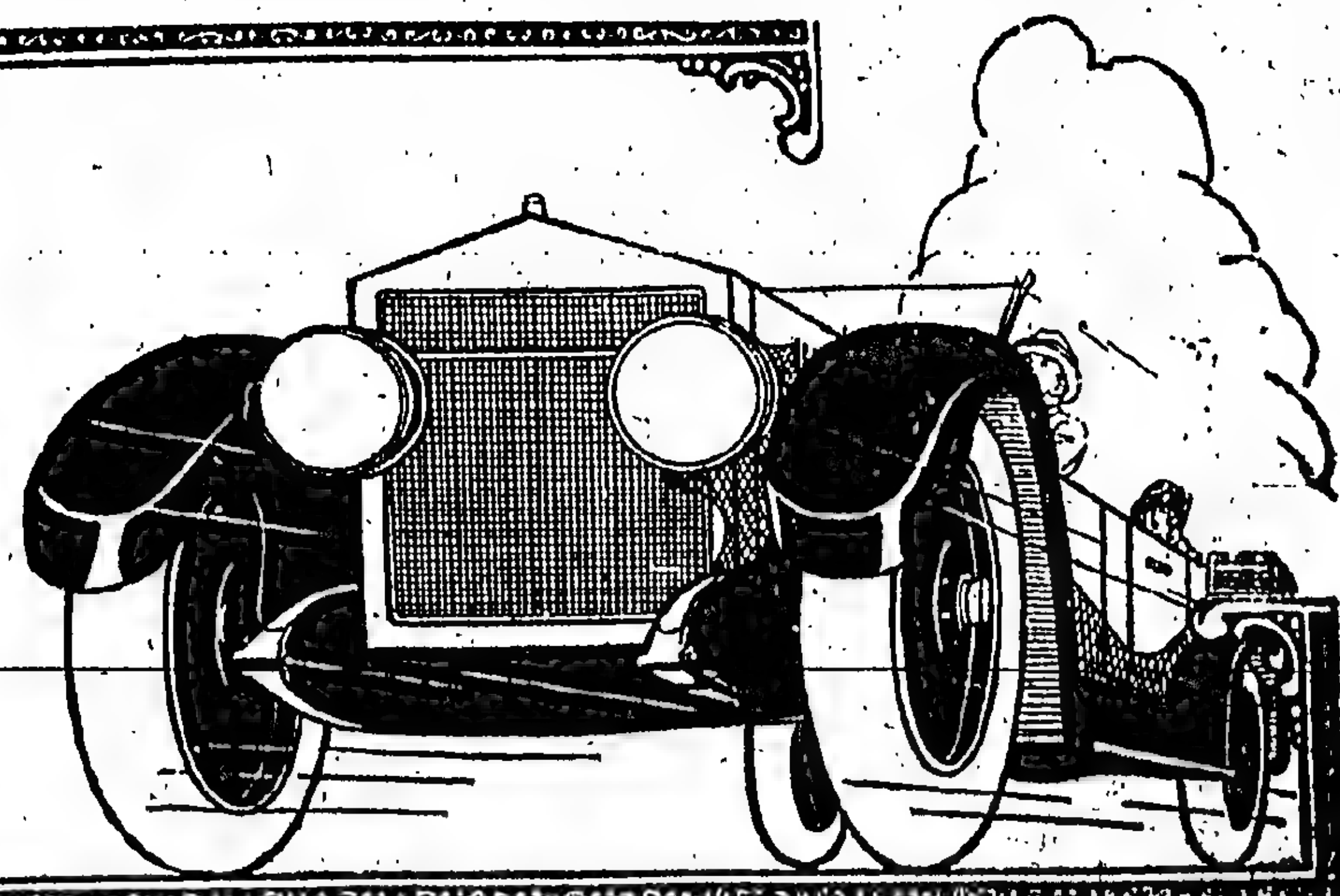
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, the 26th. July, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

Although it is to be regretted that the majority of Chinese pedestrians have very little if any "traffic sense" and that they are constantly endangering themselves by their apparent aimless wandering about the roads, it is also to be regretted that quite a number of motorists think that they have only to sound the horn for the street to become automatically clear for them. So often does one hear the excuse "after a collision I sounded my horn, but he took no notice" that it is time motorists were told quite plainly that the sounding of the horn is not enough. Together with the horn there should be a slackening of speed—just in case the man or woman ahead is deaf or for some reason unable to move out of the way. One cannot reasonably expect Chinese pedestrians to jump to the side of the road as soon as a motor horn is sounded and it remains for motor drivers to take every care against knocking a pedestrian down. The sounding of the horn doesn't alter the speed of the car, and the latter is of far greater importance than the horn. There are not a few drivers in this Colony who want that fact well drilled into them.

We are informed by the local agents for the Austin cars, Messrs. Alex. Ross and Co. (China) Ltd., that the Austin Seven has met with quite a good reception from the public here and that they have already booked several orders, whilst fresh enquiries still continue to reach them. The news is good, because it is all on the way towards more British cars in the Colony.

One of the latest models of the famous "Bean Fourteen" is shortly to arrive here, to the order of the Hongkong and Kowloon Taxi Cab Co., and its arrival will doubtless be of no little interest to local motorists. The Bean Fourteen is a car which has been making history at home during the past year and is undoubtedly one of the most popular moderate-priced cars on the road. Its elegance, its wonderful performance and its price all go to make it worthy of attention on the part of anyone contemplating car ownership.

The need of observing the right-of-way of local fire fighting machines appears to be a matter of secondary importance to many Chinese motor drivers as well as ricksha pullers. Yesterday week, at about 8 p.m., the well known sound of fire engine sirens proclaimed that fire engines were coming down Queen's Road from the Fire Station in an easterly direction. In any other city, every form of traffic would have understood the immediate necessity of pulling into the side of the road until the engines had passed. Unfortunately, such procedure is not followed here in Hongkong as rigidly as it should be. In spite of the fact that the sirens gave ample warning and that a Chinese constable held his traffic wand at right angles across Pedder Street, a motor car decided to take the risk of crossing in front as well as did several rickshas. The "call" was evidently only a practice one, as

the fire engine returned a few seconds later along Chater Road from the direction of Statue Square, but once again at the junction of Queen's Road and Pedder Street, ricksha pullers paid very little attention to the oncoming machines.

A year or two ago, a serious smash took place at the foot of Wyndham Street on account of a pedestrian attempting to cross the road in front of a fire engine. Several firemen were injured, and the Government was put to the expense of repairing a badly damaged engine (the fire fighting apparatus of the Colony in the meantime being without the assistance of an important unit). We have recollections of another such accident at about the same time, but we cannot remember any prosecutions for impeding or obstructing. Heavy fines should be inflicted upon the driver of any vehicle who attempts to cross in front of fire engines, or who ignores the alarm signals, whether he is travelling in the same direction or not. The same right-of-way should also be given to the ambulance service, and we hope to see examples made of those people who fail to give fire engines and ambulances the privileges to which they are entitled.

Yet a further shipment of Essex Six cars is reported this week by the Dragon Motor Car Co., Ltd. The new consignment is now unpacked and models can be seen at the Company's show-rooms, Wong Nei Cheong Road.

The following, from the official report of the Department of Overseas Trade, is of local interest:—"The exceedingly attractive prices quoted by British manufacturers, in a determined effort to develop their export trade, make it possible for overseas motorists to obtain British cars on very advantageous terms. The prices quoted in overseas markets are in many cases approximately the home prices. The 20-h.p. "Austin" touring car, quoted at £625 ex works, Birmingham, is now offered, delivered, including duty and all charges, at the coast, South Africa, for exactly the same price, or at Johannesburg for £655. The 19.6 h.p. "Crossley" five-seater, listed at £850 ex factory, Manchester, is offered at Cape Town for £885, or at Melbourne or Sydney for £870. Price can no longer be considered an obstacle to the sale of British cars in overseas markets. The British car must surely appeal to the discerning purchaser, even if only on account of its investment value. Visitors to England can also purchase at these prices direct from the manufacturer, and after using their car for a period up to six months, have it packed and delivered duty free, without extra charge, to main port. Many visitors from overseas to the British Industries Fair and the British Empire Exhibition will doubtless wish to avail themselves of this favourable opportunity of acquiring a British car. Visitors to England will also realise that the British-built motor car is again dominating the home market, and enjoying a popularity which promises soon to become world-wide."

NOISY MOTOR CYCLES.

NEED FOR BETTER SILENCERS.

Once again exhaust noise—and how to eliminate, or minimise, it—is a topic of the moment in motor cycle circles at home.

It is a subject which crops up periodically, and one upon which there has always been difference of opinion. Added importance is given to the matter this time by the action of the Brooklands authorities in taking a first stand to enforce their regulations regarding silencers on track machines. It is suggested that the new silencer rule will place the British motor cycle at a disadvantage in creating world's records. Even should the fitting of silencers to racing machines have this effect, we are inclined to the view that any temporary loss would—by producing better silencer arrangements—eventually be for the benefit of the whole motor cycle movement; but we doubt very much if records will be lost to Britain.

Brooklands has helped in no small measure to develop the modern high efficiency engine, but the one point which it has not helped is the better silencing of machines; rather is the reverse the case. With some of the best brains in the industry concentrating upon speed and reliability to the exclusion of all else, the present-day machine has tended to become more and more noisy. This clearly is detrimental to the further expansion of the movement, and, in the increased activity of the police, reflects upon all motor cyclists. Quieter motor cycles are not only desirable, but absolutely essential if prejudice is to be removed.

THE DESIRE OF THE MAJORITY.

Although many youthful riders affirm that they like noise, and older motor cyclists have been known to declare that a silent motor cycle would be dangerous, we feel sure that it is the desire of the majority that motor cycles are rendered as quiet as the average car, on the point of valve tappet and exhaust noises at least. If difficult, it is not an impossible task; manufacturers have been too long content to produce machines which must offend their own ears whenever they see one in motion.

It is not an exaggeration to affirm that a large percentage of

standard motor cycles are equipped with expansion boxes which have not been designed, or the material of which they are made selected, with the same care as the rest of the engine. Often a sheet metal canister is regarded as all that is necessary, irrespective of whether it acts as a sounding box or as a real silencer. We would like to see a more general appreciation of the importance of silencer design: the time has come when this item of equipment must be considered more by engineers and less by foundry hands and tinmiths' apprentices. But for the fact that space is necessarily limited on a single-track vehicle, it should be possible to design a silencer which would not only render the noisiest motor cycle quiet, but would actually increase its efficiency.

THE COST OF SILENCE.

There are efficient silencers on the market, but as a rule, the more efficient they are, the more they cost; and for this reason are not often fitted as standard equipment. A silent motor cycle, always arouses appreciative comment; why not more of them?

For some time past the Auto Cycle Union has wisely made a practice of penalising machines in its official trials on the score of noise, but this is not sufficient, and we would again urge that the Union organise a trial for silencers under conditions which would reveal the advantages, disadvantages, and degree of silence of existing and new devices. Naturally, such a trial would be better held in a laboratory, where all silencers could be demonstrated under identical conditions. With engine efficiency proved to the hilt, let designing departments halt for a while in producing faster and still faster machines and concentrate upon quietening them!

RUBBER FOR U. S.

U. S. Department of Agriculture reports location of lands in the Philippines with soil well adapted for the cultivation of rubber. The lands are on Mindanao, and on adjacent smaller islands.

SALES SAFEGUARDED.

According to a new law in Canada, automobiles may be sold only by legally authorized dealers who can furnish a bond protecting the buyers if the autos sold happen to be stolen cars. It is expected auto stealing will be reduced considerably.

DIRTY ENGINES.

WHY THEY SHOULD BE CLEANED.

Engine cleanliness is the subject of a leading article in the *Auto*, and as that is a matter which by no means receives the attention it should do from owners, and, apart from any question of mechanical efficiency, is a thing to be desired and a condition to be aimed at, both by producer and user, it is well to look into the matter.

As our contemporary observes, many otherwise good engines are notoriously dirty. It is hardly too much to say, that they exude dirty black oil from every joint. This uncleanness is sometimes the fault of the designer, but often it may be laid at the door of the user. Over-splashing of oil to the valve plungers is a very general cause of this dirtiness. Even when, as is now the general practice, the valve plungers and valve stems and springs are enclosed behind aluminium covers, the oil which creeps through, or is driven past the plungers and their guides, generally gets past the cover joints, and runs down the crank case, making an unsightly, greasy mess which holds dust and generally makes the engine a disfigurement to the car, instead of a satisfying detail of it.

Often, the trouble is due to want of care in attention to the lubricating needs of engine. Some crank case sump fillers are so badly placed, and so inadequate in their proportions, that they make it a very difficult job to fill up, without some oil being directed over the outside of the engine, indeed, some oil fillers are so placed that they could not be used with an ordinary can, because it could not be got near enough to ensure that the oil would flow from the mouth of the can into the filling orifice. In such cases the user often "chances it," by pouring from a height, and relying upon his own dexterity to ensure the stream of lubricant hitting the mark—the filler pipe of the crank case.

FAN BELT CARE.

A fan belt will give best service if it is kept soft and pliable by dressing it once a month with neatfoot oil. This application will allow the belt to drive the fan without slipping.

BRITISH ASSEMBLED CHASSIS FOR HONGKONG.



Two 2-ton Garner chassis on pneumatic tyres, shipped last week in part fulfilment of a cable order from the Hongkong and Kowloon Taxicab Co.

Under the above heading, and with the picture described exactly as above, the following appeared in *The Commercial Motor* of May, 27th:—

"A couple of weeks ago Henry Garner Ltd., of Moseley, received a cablegram from Hongkong, signed 'Taxi,' asking for quotations for two Garner two-ton chassis, standard frame length, and one with a longer frame for bus work. Mr. Parker Garner, who received the inquiry, endeavoured to find out to whom the cable address, 'Taxi, Hongkong,' belonged, but without success. He replied, however, quoting C. I. F. prices, and received a second cablegram asking for further particulars, to which a reply was sent. The third cablegram received said that a credit had been opened with the Hongkong and Shanghai Banking Corporation and asked for despatch of three vehicles required, those to be mounted on pneumatic tyres.

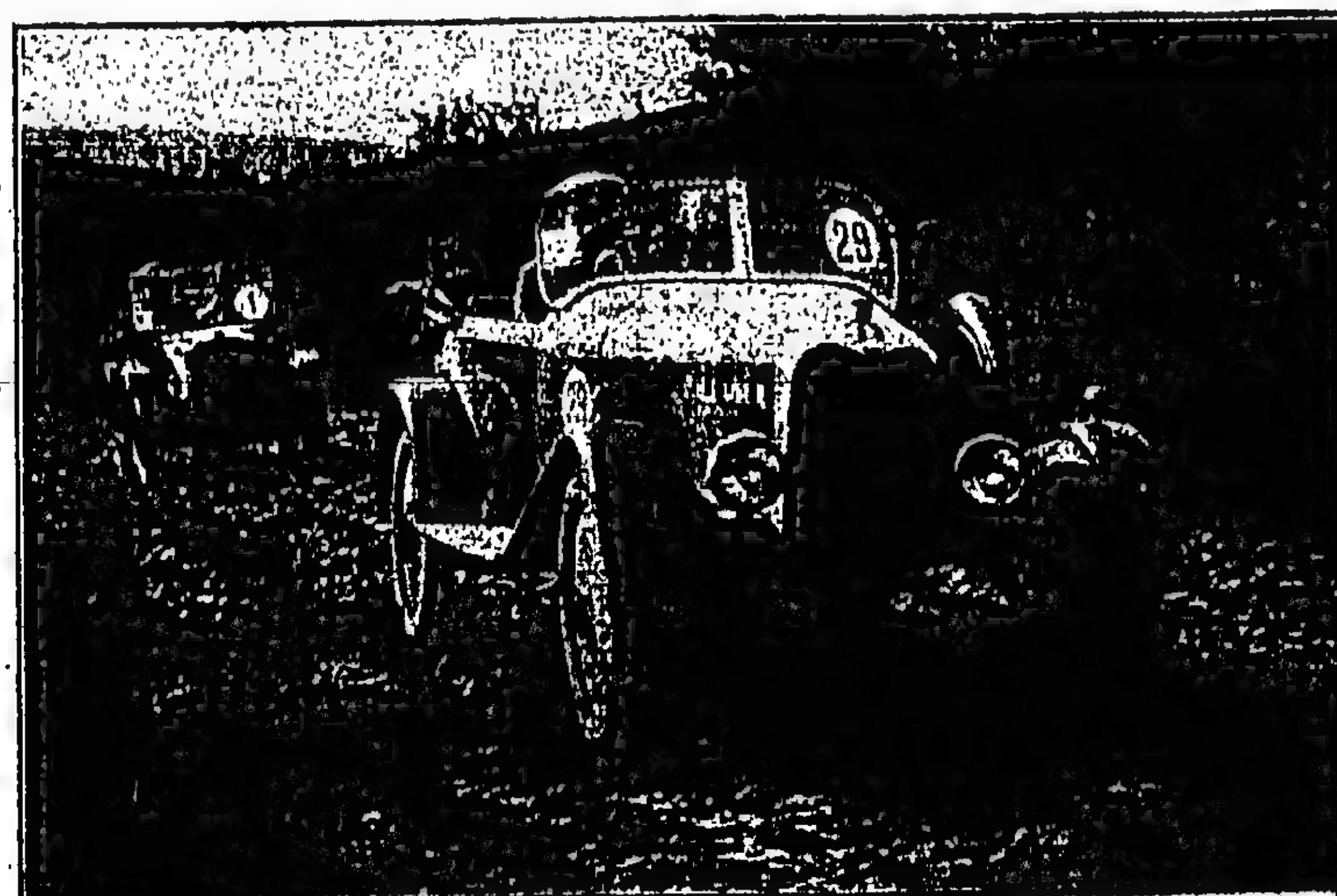
"Inquiries were still being pursued as to the identity of 'Taxi, Hongkong,' and, by a curious coincidence, a member of the staff came in one morning and told Mr. Garner that at the house of a friend the previous evening he had been introduced to a lady who had that morning arrived from Hongkong, and this lady had promised to call in and see Mr. Garner in order to help him, if possible, in his inquiry.

"On that same morning, however, information came from the Birmingham Chamber of Commerce that 'Taxi, Hongkong,' was the telegraphic appellation of the Hongkong and Kowloon Taxi Cab Co., and when the lady called to see Mr. Garner she told him that this was an important concern in Hongkong, which had only been formed for about two years and, therefore, had probably not yet been included in our directories, and that it operated 120 Maxwell taxicabs and had another 75 on order, whilst it also owned a Dennis bus and a White bus, and intended to extend its omnibus services. With regard to pneumatic tyres, she said that these were virtually essential for that kind of work in Hongkong, and were, therefore, favoured.

"We are able to give an illustration of the first two chassis which were driven from Birmingham to Liverpool last week, there to be packed and despatched. The bus chassis will follow probably by the next steamer.

"As this is the first transaction that Messrs. Garner have ever had with Hongkong, and as they do not know anybody out there they think the inquiry must have resulted from an advertisement in *The Commercial Motor*, and are anxiously awaiting the receipt of a letter which will confirm the order and will show how the inquiry originated.

R.A.C. SMALL CAR TRIALS.



Very hard tests were imposed during the official Small Car Trials, held under the auspices of the R.A.C. during the second week of May. This interesting photograph shows the Palladium car, and a 7 h.p. Austin car on a particularly loose hill at a place named (appropriately enough) 'Stay-a-Little.' Both these cars came out particularly well in the Trials.

Certified

THE Pyramid Seal on a Columbia Storage Battery means exactly the same as a bank's certification on a depositor's check—it's GOOD! The bank has the funds to pay the check; the Columbia Storage Battery has the power, strength, endurance, and long life to repay your investment.

If you think you need a new battery, let us look over your old one first. Perhaps we can make it serve you well for some time. Then, when you really do need a new storage battery, we have the right size and capacity Columbia for your car.

"Our service at your service"

THE DRAGON MOTOR CAR CO., LTD.

Export and Contract European Supervision.

Telephone C. 3950. A. J. Allison, Service Manager.

Columbia
Storage Batteries

SALE OF SHOES

COMMENCING

Monday July 28th to Saturday August, 2nd.

ALL ONE PRICE **\$15.00** ALL ONE PRICE
PER PAIR
(usual prices \$18.50 \$21.00.)

BLACK and TAN CALF, WHITE BUCKSKIN and PATENT LEATHER.

A FEW ODD PAIRS OF SHOES from \$6.00 pair

You will want a pair later — Get them now.

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MEN'S WEAR SPECIALISTS.

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G. FALCONER & CO. (HONGKONG) LTD.
UNION BUILDING (OPPOSITE G.P.O.)

WATCH & CHRONOMETER MAKERS, JEWELLERS
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Our buyers having returned from
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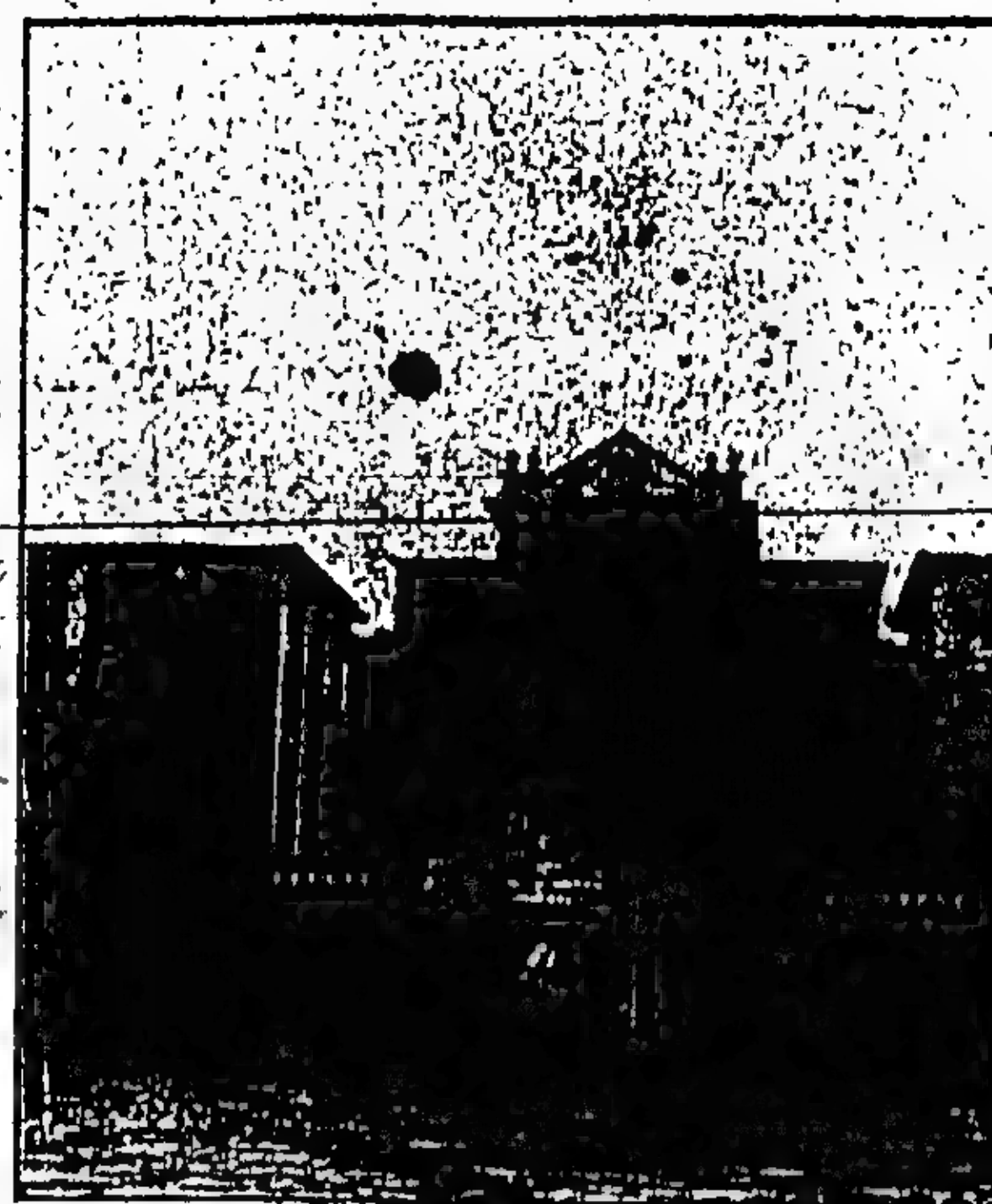


GETZ BROS. & CO. OF THE ORIENT, LTD.
Dock of China Building

CAMERA NEWS



ESCAPED FROM BANDITS.—Here is the Rev. Rex Ray, after his recent escape from bandits in the Fu River neighbourhood.



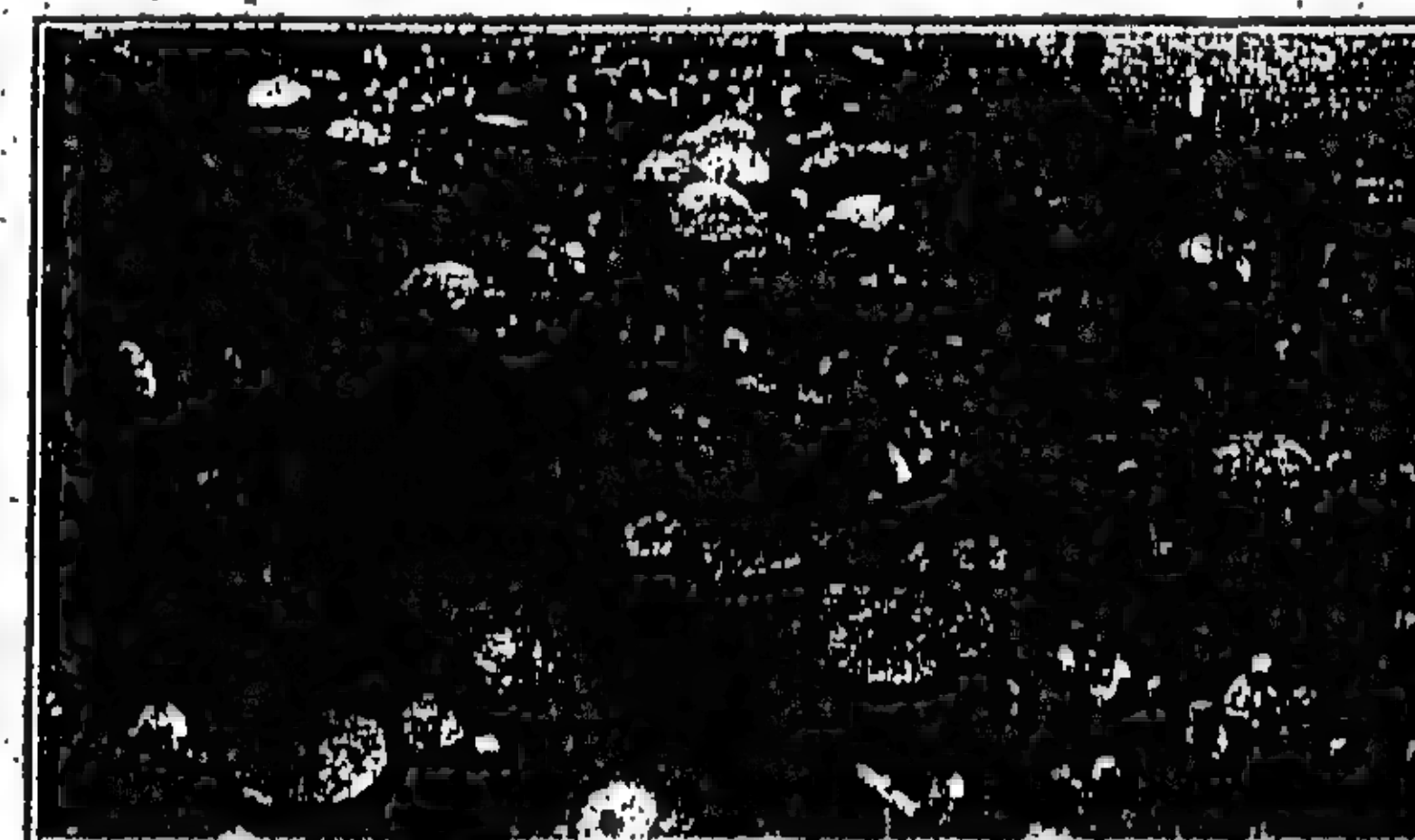
HOSPITAL FLOODED.—This picture of the Stout Memorial Hospital at Wuchow shows the height to which the recent floods reached.



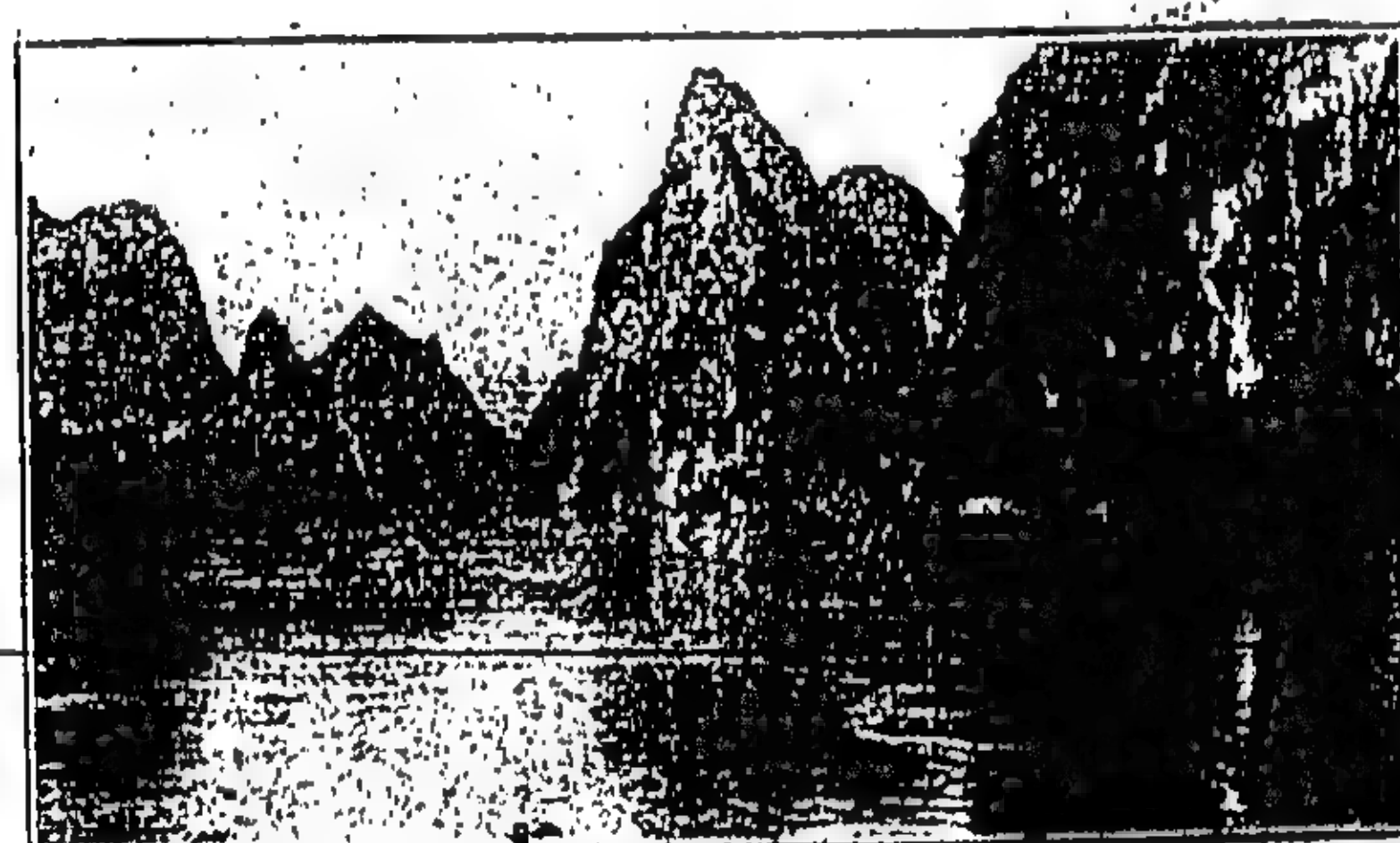
DREDGER IN TOW.—The Dutch tugboat Kraus, with the dredger Karang in tow, arriving in Hongkong after an 1,800-mile trip from Batavia. Particulars of the run appear elsewhere in this issue. (Photo: Mee Cheung.)



BESIEGED MISSIONARIES.—Here is a group of some of the missionaries who were recently besieged at Kweilin. Bishop Holden is seen in white, whilst the gentleman in black coat, with back to picture, is the Rev. W. H. Oldfield, who played a leading part in the rescue of the Rev. E. H. Carne.



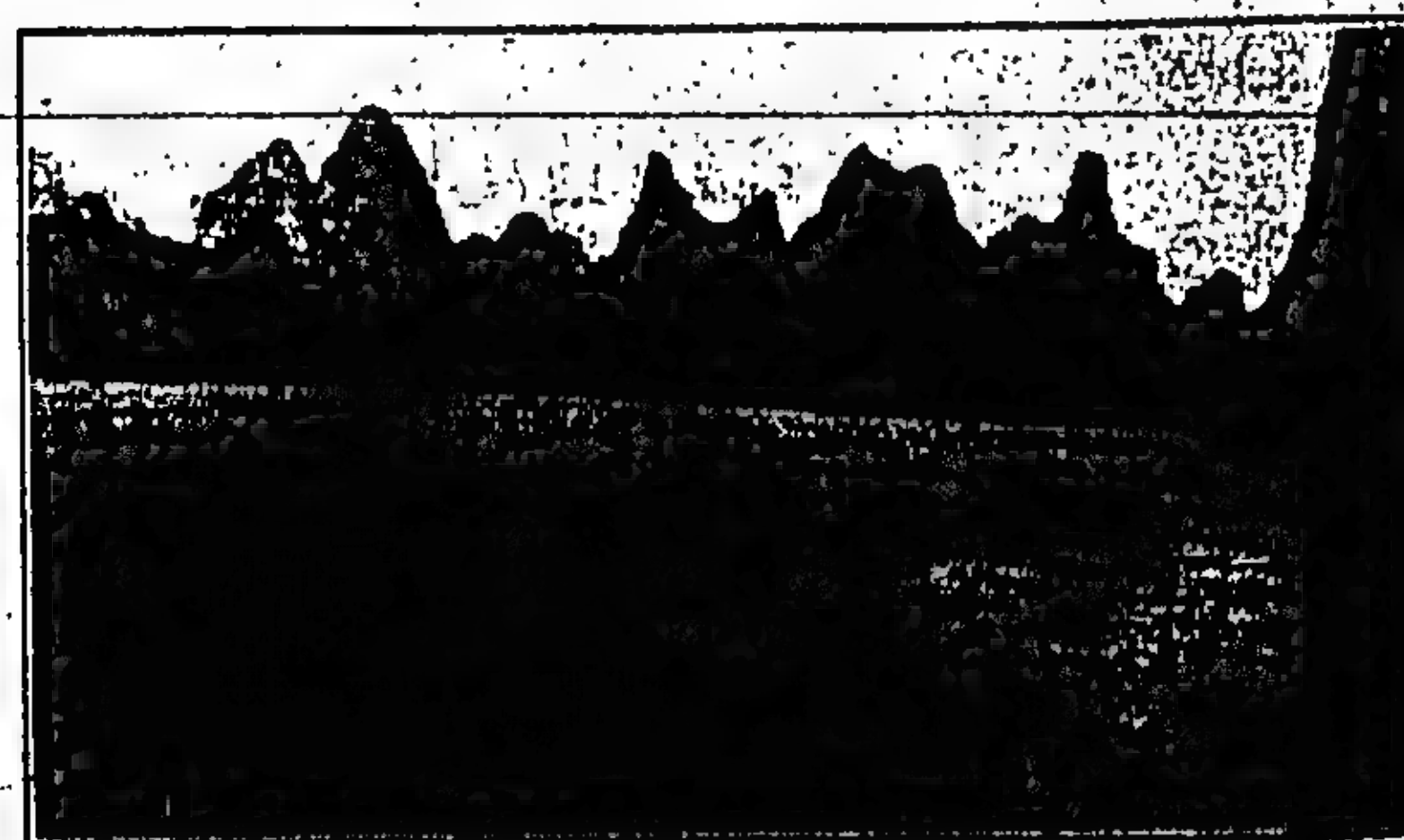
NOT MUSHROOMS.—These are not mushrooms, but part of a crowd of 7,000 Chinese refugees who daily gathered outside the Baptist Hospital at Kweilin whilst it was besieged, waiting for food.



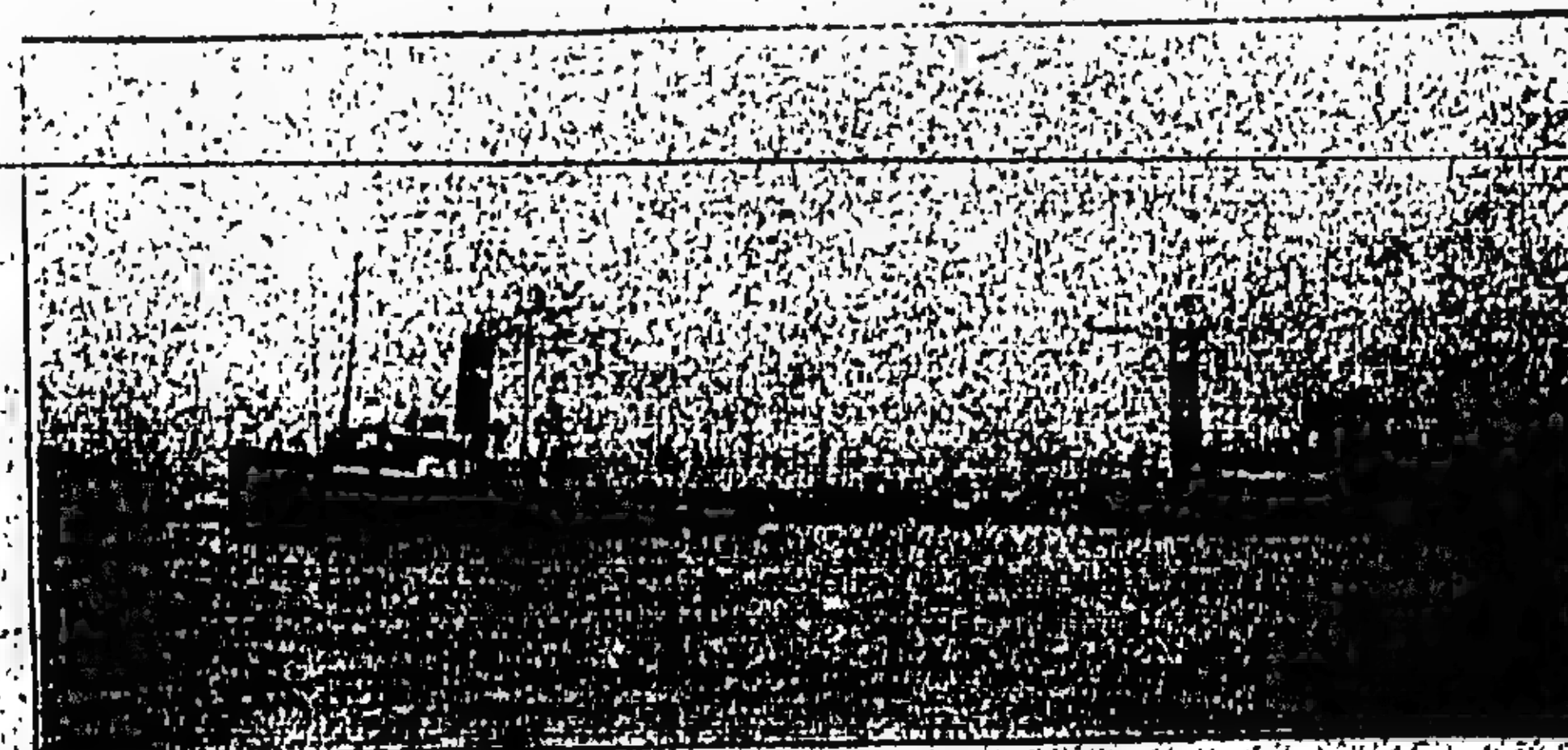
REMARKABLE SCENERY.—This photograph shows some typically striking scenery in the vicinity of Kweilin.



MISSIONARY'S FUNERAL.—Here is a picture of the funeral of the Rev. R. J. Cunningham, who was killed by a stray shot during the siege of Kweilin.



NEAR KWEILIN.—Here is another photograph showing some characteristic scenery in the region near Kweilin.



GLEEVER RUNNER.—Above is Stoker V.C. Bell of H.M. Submarine, a clever runner, concerning whom some particulars appear elsewhere in this issue. (Photo: A. Hing.)

AN ALPHABET OF HONGKONG



N IS THE NAVY

(The senior mob).
The Pirates will quit
When he's on the job.

AMERICAN FLIERS.

A SAIGON INCIDENT.
The story of an interesting, though perhaps not very desirable, incident which took place in Saigon during the stay of the American world-fliers there, has just reached us through a friend who was in Saigon at the time.

The fliers landed at Nhabo, which is about ten miles from Saigon and, after spending the necessary time in tuning up and reconditioning their machines, thought they would like to take a trip into Saigon to see the place. They made the journey in company with a Standard Oil Company man, and went to one of the principal hotels. On sitting down outside (continental style) they ordered drinks, but the waiter did not bring any. Later they asked why the drinks had not been brought and they were told that as they were not wearing coats they could not be served. It was explained to the waiter who they were and that they had no coats, their campaigning shirts being all that they had with them. The hotel manager then came out and, having said that it was a strict rule of the hotel to serve no one who was not properly

CARPENTIER BEATEN.

LOSES TO AMERICAN CRUISER-WEIGHT.



The fame of Georges Carpentier is being eclipsed. A Router message from New York reports that he has defeated by Gene Tunney, the American cruiser-weight champion, with a technical knockout in the last round of a fifteen-round contest. Carpentier, it will be recalled, was beaten by Tom Gibbons a few weeks ago.

dressed in a coat, left the airman and their companion to go elsewhere. The affair created a good deal of adverse comment.

THE SALT OF THE EARTH.

By the Rev. G. R. Lindsay, M. A.

Some Christian folk have been afraid of the world. Saved themselves they have wished to fly from it. But they were meant to be the very salt of the earth. If salt is to serve a useful purpose it must be in close contact with that which it is expected to affect, and so Christians must be in close contact with the world of men and things, not "worldly" on the one hand or "unearthly" on the other, but maintaining the balance. They are to draw their power and life from the secret spring of God's providing but at the same time be alert to the needs of the sons of earth; of the problems which confront this generation; the conditions under which their brethren live and labour and of the dangers which beset youth and middle life. People of the world are to be the salt of the earth. The Church of Christ in her long history has never failed, even in her darkest days, to provide for the world such as have been the salt of the earth.

We, in our turn, must help to preserve in all the many realms of life, the beautiful, the good and the true. We must raise the whole tone of public thinking on religion, education, commerce, recreation, and social life, by making clear what Christ wants His disciples to be. To show to all men everywhere by our character and walk that to fear God and to love Him will alone bring a man, satisfaction in the present and at the last peace.

DAY BY DAY

A claim for \$200, against the Hongkong Engineering and Construction Co., was dismissed by Mr. A. Dyer Ball, in the Summary Court yesterday. A foreman, named Ho Man-hang, claimed the amount as being wages due and also wages in lieu of notice, he having been summarily dismissed from his post as foreman on a charge of idling. His Honour found that plaintiff was deliberately idling and not carrying out his duties in a loyal and efficient manner. Judgment, with costs, was given for defendants.

Accusing two men of stealing his jacket, a Chinese recounted to the Magistrate this morning his experience whilst on a stroll yesterday through the main street at Shaokwan. Before he was aware of the approach of the two defendants, he found himself seized by one man whilst the other pulled his jacket off his back. He gave chase and caught the man who stole the jacket near the tram terminus. Mr. R. E. Lindell inflicted sentence of three months' hard labour on the principal defendant. The other man against whom there was not sufficient evidence for a conviction, was discharged.

BUS FATALITY SEQUEL.

CLAIM FOR A BETROTHAL PAYMENT.

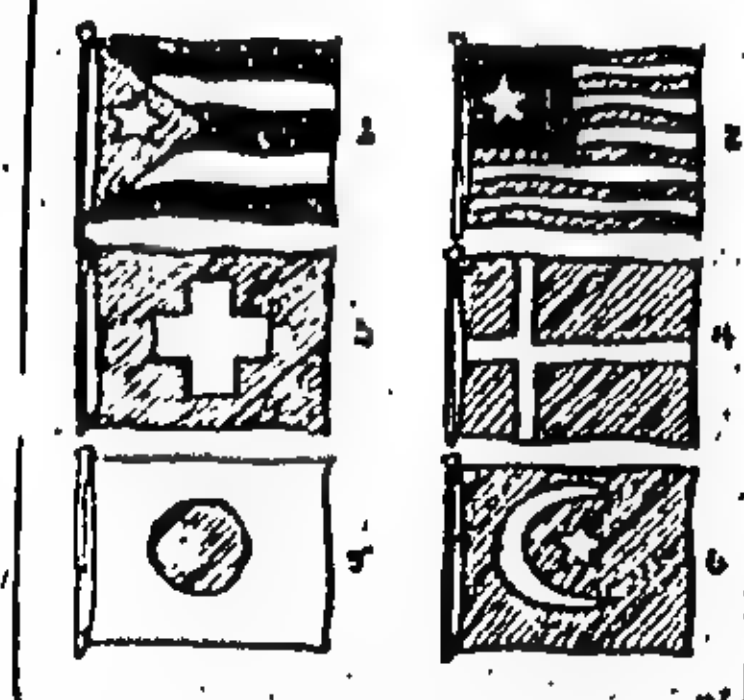
The case in which the father of a girl killed in a motor bus accident on the Castle Peak Road, sued the Chun Hing Motor Bus Company for the sum of \$1,000, being the sum which had been paid over on the betrothal of the dead girl, and which in consequence of her death had to be repaid to the prospective bridegroom's parents, was resumed before Mr. A. Dyer Ball, in the Summary Court yesterday.

At the previous hearing the defendants were not represented, but at yesterday's resumption Mr. B. S. Corke appeared for them, Mr. H. B. Hind again conducting the case for plaintiff.

In opening the defence, Mr. Corke stated that the case was brought under the Fatal Accidents Act of 1846, which had latterly been extended, and that a point in the Act was that neither funeral nor mourning expenses were recoverable under it. The facts were that in 1934, the deceased had been betrothed and it was stated that a sum of \$1,000 was paid over to the father of the girl. He would call evidence to prove that Hakka custom was for a payment of approximately \$50, sometimes as little as \$20, and in the contract there was no provision as to repayment in the event of death.

After evidence had been called, Mr. Hind submitted that his client had suffered pecuniary loss and therefore came within the provisions of the Act. He asked for judgment for the plaintiff for the sum of \$782 and costs. His Honour reserved judgment for consideration of the question of the scope of the act.

TEASERS



Flags of the Nations.
It is surprising how unacquainted most people are with the flags of various countries. The great war brought about a general recognition of the colors of France, Great Britain and Italy, but most of the others mean nothing to the average observer.

In the six flags shown above, only the colors red, white and blue appear. Red is indicated by light shading, blue by heavy shading. Each one is the flag of a well-known country, or of a country with which the United States has had some definite political relationship. See how many of the flags you can name correctly. After this "teaser" on your friends and see if they agree.

Yesterday's Teaser.
The following puzzle appeared in the drawing of the grand lottery. First, a single incorrect; second, different signs on each shoulder; third, different fingers on each hand; fourth, no hand on left; fifth, eyebrow should not be on left hand; sixth, one extra finger on left hand; seventh, revolver on wrong side of body. To discover all of the important mistakes, see above. It is a very good puzzle. Good! Three, answer: few than two poor.

DAIRY FARM NEWS.

When in doubt about your next meal try

OUR COOKED MEATS AND TABLE Dainties

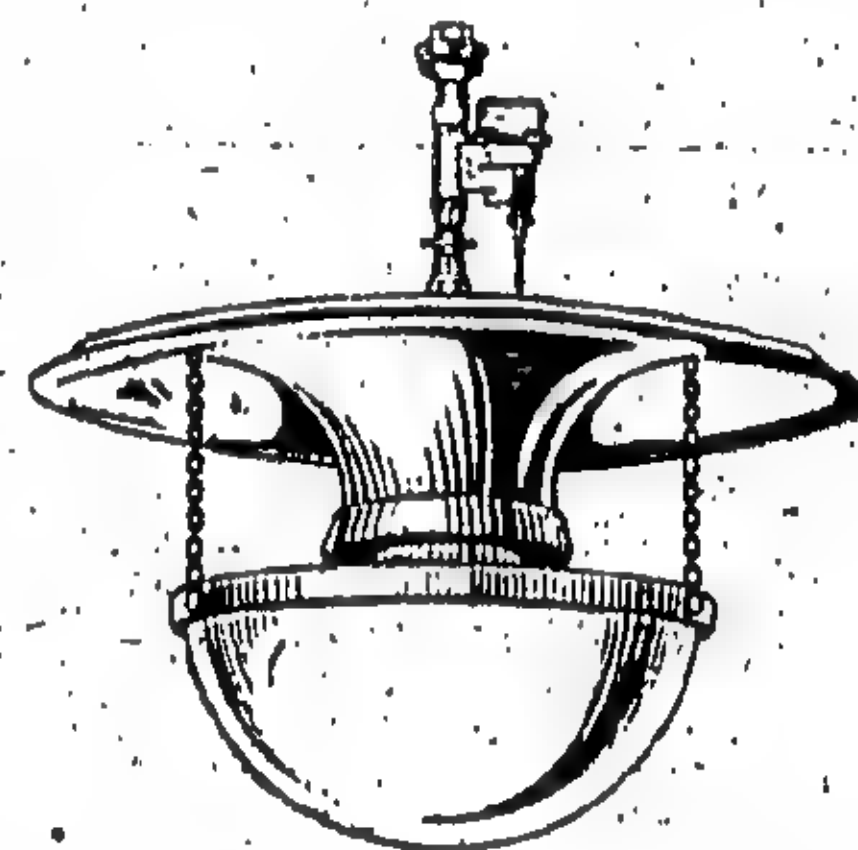
These are made from the finest quality Meats Under Strict European Supervision

QUALITY, VALUE, SERVICE.

The DAIRY FARM,
Ice & Cold Storage Co., Ltd.

TURN NIGHT INTO DAY
By using GAS as an Illuminant.

LIGHT YOUR PREMISES BY GAS AND BE SURE OF A CONSTANT SOURCE OF ILLUMINATION.



THE "BON MARCHE" LAMP (SHOWN HERE) IS A VERY HANDSOME FIXTURE AND IS SPECIALLY CONSTRUCTED FOR THE LIGHTING OF SHOW ROOMS OFFICES, etc.

IT CAN BE FITTED WITH A SWITCH OPERATED FROM THE WALL.

Call and inspect at our West Point Show Rooms or at Lane, Crawfords' Main Store.

HONGKONG & CHINA GAS CO., LTD.

Great Oaks from Little Acorns Grow



FROM a humble beginning has grown the vast business of WHITEAWAY, LAIDLAW & CO., LTD.—A business which to-day has forty-four branches spread throughout the East. This phenomenal growth is entirely due to the fact that the Public recognise that QUALITY and VALUE are synonymous with the word "WHITEAWAY'S."

In order to make room for new goods which are arriving, we are preparing for our ANNUAL SUMMER SALE, which will commence on July 31st.

WHITEAWAY, LAIDLAW & CO., LTD.

QUICK WORK.

Cardinal Mundelein, who recently returned to Chicago from Rome, was the recipient of a million dollars from the people as a welcome gift. A 12 mile procession route was lined with people. Before he reached his cathedral he was handed a copy of a newspaper containing photographs of the beginning of the procession.

INDIAN PAPER CHANGES HANDS.
The "Advocate of India," the oldest English evening daily paper of Bombay, the property of Messrs. F. F. Gordon Ltd. in liquidation, was sold by auction on June 25. The bidding opened at Rs. 70,000 and closed at Rs. 12 lakhs, the highest bid being made by Mr. D. P. Wadia.

Wm. Powell
12, Des Voeux Road

Summer Sale of

Ladies' Shoes

Commences --- SATURDAY, July 26th.

The whole of our stock has been greatly reduced. In many styles below cost.

This stock must be cleared to make room for Autumn deliveries.



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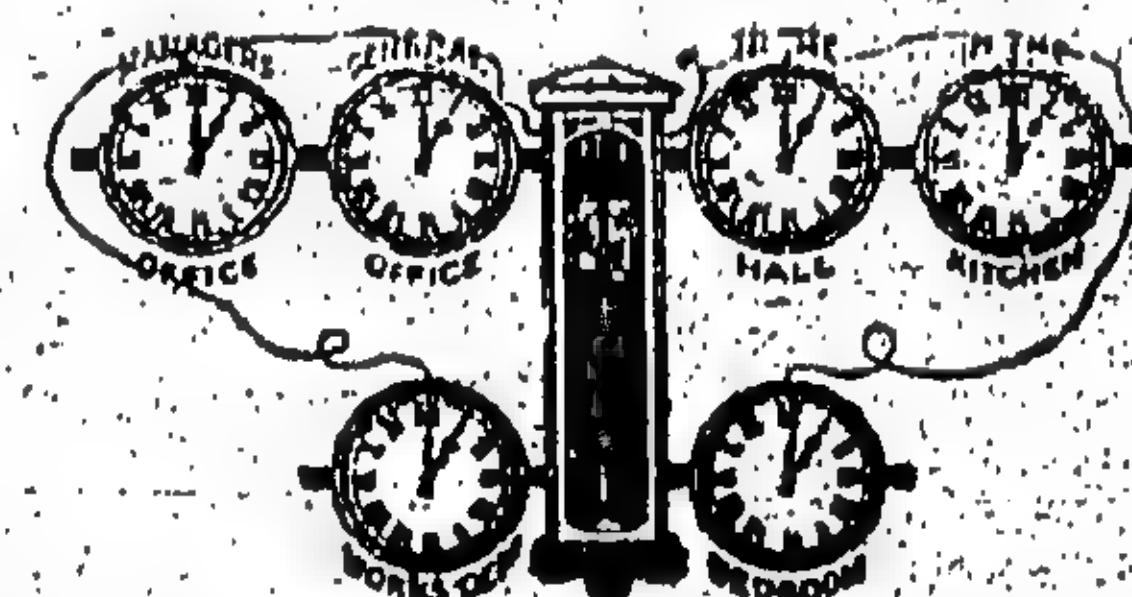
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OF ELECTRICAL IMPULSE CLOCKS

guarantee correct time to within half a minute in six months

SHEWAN TOMES & CO.

Telephone Central 781. Sole Agents. Telephone Central 781.

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ACQUARIUS COMPANY'S

TABLE WATERS ARE ALL MADE WITH DISTILLED WATER

ACQUARIUS COMPANY'S

AERATED WATERS.

In view of the prevailing epidemic of TYPHOID, we take this opportunity to assure our customers and the public generally of the absolute purity of our Aerated Waters.

All water used in the manufacture of our Aerated Waters is scientifically treated, and tested.

Our machinery and plant embodies all the latest scientific improvements, and the most hygienic methods and safeguards are employed in every detail of manufacture.

At no point during the entire process of manufacture is contamination in any way possible.

At the present time all possible extra precautions are being taken, and we can guarantee that all Aerated Waters as they leave our Factory are absolutely pure.

A. S. WATSON & CO., LTD.
Aerated Water Manufacturers.
ESTABLISHED 1841.

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THEY HAVE A
REPUTATION TO
MAINTAIN !!!

Catalogue on request

S. Moutrie & Co., Ltd.

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ARE THE GREATEST DISTRIBUTERS
OF DISEASE KNOWN.

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VAPOGEN IS A DEADLY WEAPON OF DEFENCE. SPRAY YOUR ROOMS WITH IT. IT IS CERTAIN DEATH TO FLIES, MOSQUITOES, COCKROACHES AND OTHER INSECTS.

HARMLESS TO THE CLOTHES
FURNITURE AND CARPETS.

VAPOGEN IS A POSITIVE INSECT KILLER.

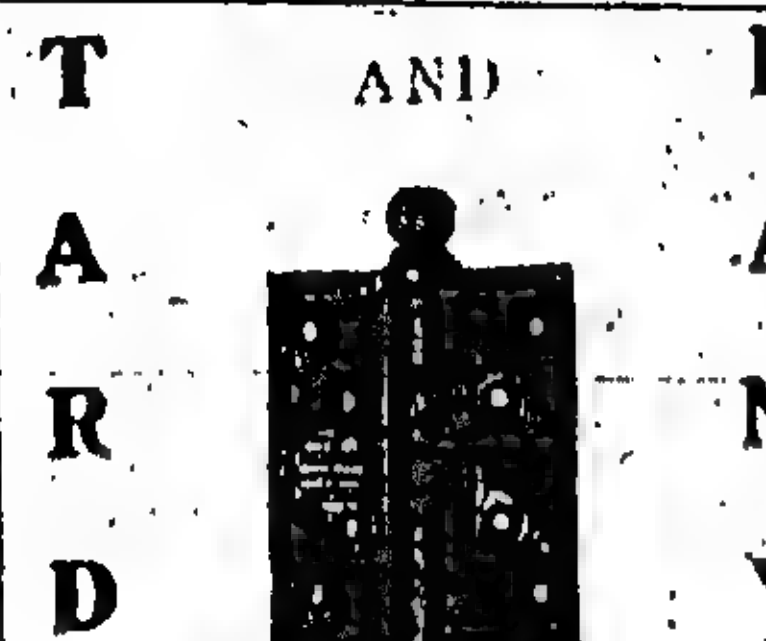
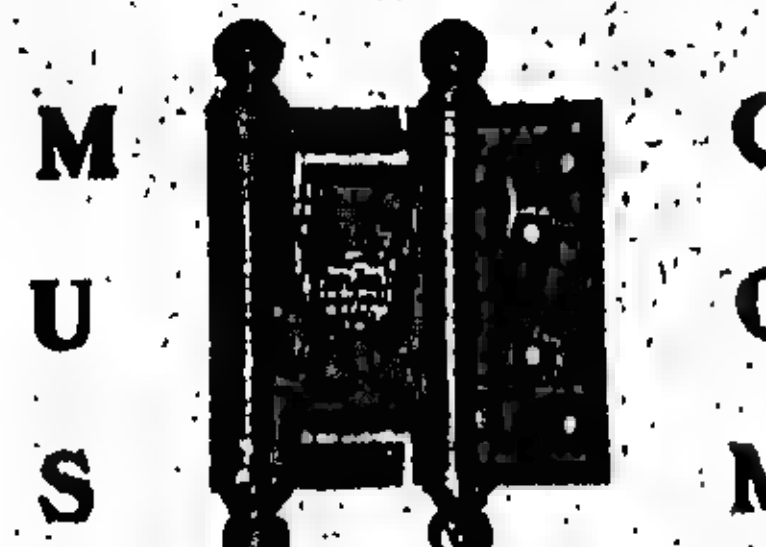
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DEATH.

CHRISTENSEN.—On the 25th inst., at St. Paul's Hospital, Hongkong, Jens Christlan Christensen, late of the Green Island Cement Co., Ltd.

The Telegraph.

HONGKONG, 26th July, 1924.

GUN-RUNNING.

There is something of the thrill of olden-day piracy, and of smugglers' fights with coastguards, in the term "gun-running." One conjures up visions of a vessel, lights doused, creeping along a coast in the dark awaiting an opportunity to slip past the watchers with her cargo of contraband. Arment smuggling has been going on probably since wars were first waged on more than an intertribal scale, and, like the exploits of buccaneers of the past, has become invested with a glamour that finds a reflection in the books that still delight the heart of youth. Many will read of the charge against Captain Attfield, mentioned by Reuter to-day, with a smacking admiration for the accused: such is the effect of the view most healthy persons take of any adventure where there is the spice of risk. And, whichever way we look at it, there is in gun-running much less of a crime than the law would have us think. The only big fault about the game is that it has been prohibited by the nations who suffer thereby. During wars between the Powers, the side holding away along the routes of traffic can sell armaments to allies, whilst anyone trying the trade on his own, and especially if it be for the beleaguered party, is a gun-runner, and according to all the accepted canons of international morality deserves punishment. There was a time, not long ago, when it was considered legitimate to traffic this way with South American States which were lying at each other's throats. The beauty of that game was the ease with which, if one could not get through to the original party with the cases of "machinery," it could be sold to the other side. In time of peace, however, the traffic in arms takes on a very different aspect, and rightly enough. It is no romance to sell weapons to agents who are out to make a profit at the expense of lives of people who

would rather not be engaged in dispute. This view has been taken of the arms traffic in China waters. Chinese officials have themselves protested against the sales of armaments to all and sundry. The case of a Norwegian vessel that put into Colombo recently shows that in order to get arms through to China one has to carry the consignment openly. What will happen when the ship arrives at her destination remains to be seen. Certainly, if one wants to be cured of any romantic imaginings about pirates and gun-runners, one has only to study the way in which these individuals operate off the Chinese coasts. Like the film versions of Wild West life, these lawless operations lose their glamour unless looked at from a distance.

House Numbering.

A complaint has been made to us regarding the numbering and designation of houses in Kowloon, which, it is said, leads to a deal of unnecessary confusion. Adjacent to Carnarvon Road, there is a block of flats known as Carnarvon Villas, and the result is that chits destined for the house of a certain number in the Road often get delivered to the corresponding number in the Villas, and vice versa. The same thing used to occur many years ago when certain houses situated in what was then known as as Ormsby Road were described Ormsby Villas. It seems to us that duplications of this character should, as far as possible, be avoided in describing houses. Residences should be either given a specific number in relation to the thoroughfare on which they are situated, or else be so designated by a differing name as to make confusion impossible. In connection with this matter, we would again suggest that steps be taken to have all houses in Kowloon prominently numbered, as was recently done on the Peak when the new scheme of re-numbering came into force. The Government, we believe, met the expense involved in the latter case, and as the matter is one of public convenience, we see no reason why it should not do likewise in the case of Kowloon, where numbers are more conspicuous by their absence than otherwise.

Sun and Soviet.

Apart from any vestige of truth that there may be in the story, the report that the Moscow Government has agreed to recognise Dr. Sun Yat-sen's Administration as that of an independent country strikes us as being not without its humorous aspect. In actual fact, of course, the Sun Yat-sen regime does not exercise undisputed authority even in the one province of Kwangtung, as recent happenings have very clearly shown. What "independent country" it is supposed to represent, therefore, we have not the slightest knowledge. The claim might just as well have been made for Iceland as for China in this instance. Putting that point aside at the moment, there is certainly ample evidence of a very close association between Dr. Sun and the Russians, witness the fact that there are quite a number of Russian military officers in his service, and the further point that a recent report spoke of "Red" propaganda being carried out amongst the Chinese troops recently on the East River front. The inner history of Dr. Sun's relationship with the Soviet would, we have no doubt, make illuminating information, but we fear it is not likely to be disclosed yet awhile.

FOOTBALL.

THE SURREYS' FURNAMENT.

The following matches will be played in the Montague-Bates Challenge Cup Competition during the week ending 2nd August: kick-off at Murray Barracks at 5.30 p.m. each day:—
Monday.—No. 11 Platoon (Yellow and Black) v. No. 10 Platoon (Green and Black).
Thursday.—No. 13 Platoon (Plum and Blue) v. No. 2 Platoon (Red and Black).
Friday.—No. 1 Platoon (Blue and White) v. Drums and Signallers (Red and White).

DAY BY DAY.

IT WILL BE THE CHECK-BOOK RATHER THAN THE PASS-BOOK WHICH WILL BE ASKED FOR AT THE DAY OF JUDGMENT.—Rev. B. O. F. Hepwood.

The Hongkong Government is inviting tenders for the supply of 1,000 tons of Welsh coal.

The appointment of Lieut. Comdr. G. F. Hole, R. N., as Harbour Master is gazetted.

The Singapore Municipal Council is discussing a scheme to provide an orchestra for the city.

It is announced in a Reuter's message that Squadron Leader MacLaren has arrived at Petropavlovsk.

The Night Etc which was to have taken place at the V. R. O. this evening has been postponed until next Saturday, weather permitting.

Tenders are being invited for the construction of a rescue tug for the Hongkong Government, the dimensions to be:—Length, 130 feet; breadth, 30 feet; and depth, 15 feet.

It is notified that, at the expiration of three months, the Hung Shun Steamship Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

A Reuter's message states that Mr. A. E. R. Gilligan, the English cricket captain, will be unable to play in to-day's Test Match, as he is suffering from the results of a severe blow over the heart sustained in the Gents. v. Players match.

Chief Inspector MacDonald, who leaves for Home on retirement to-day, had a great send-off. Pipers of the Police escorted him to Blake Pier, and there the departing officer, boarded a decorated launch with a number of friends.

H. E. the Governor has directed that Mr. C. W. Mackenzie, of 7, Stanley Terrace, Quarry Bay, may use in the Colony for a period of nine months an invention of a concrete mooring block, without prejudice to the Letters Patent to be granted for the invention.

A blacksmith is being held by the police in connection with a charge of malicious wounding. He is alleged to have stabbed a carpenter in the throat at Queen's Road East yesterday, during a guild dispute. The injured man has been removed to hospital, where his condition is said to be serious.

Tenders are being invited for the construction of four additional filter beds for Kowloon, near the Leichikok Pass for the construction of a flush urinal at the junction of Austin Avenue and Kimberley Road; and for the erection of a block of six houses as additional quarters at "Lo Calvaire," Wong Nei-Chong.

His Excellency the Governor in Council has ordered that the duration of the rights, powers and privileges granted under the provisions of the Ropes Company's Tramway Ordinance, 1901, and the Ropes Company's Tramway (Revival) Ordinance, 1913, shall be extended for a period of one year from the 15th day of December, 1924.

A more conciliatory attitude seems to have been at last shown by the striking moulders of Hongkong. Their representatives interviewed the Secretary for Chinese Affairs yesterday, when, it is understood, they proposed the admission of junkmen to act as mediators in the case. The employers were to be communicated with regard to this suggestion this morning.

In charging a Chinese with the theft of two electric fans from the Nanking Boarding House, it was stated by Detective Sergeant O'Donovan, at the Central Magistracy this morning, that the man introduced himself into the place as an electric fitter. Whilst going down the stairs he was seen and questioned by the accountant with regard to the two electric fans he was carrying, and, on failing to give a satisfactory explanation, he was arrested. The Magistrate (Mr. R. E. Lindell) remanded the case until Tuesday.

Bulls and Ingers

□ □ From the Offices Butt. □ □

By an oversight, a film entitled "Forgive and Forget" appeared last Saturday under the share rum-runners are getting terrible quotations.

Last week, Reuter wired—"Tokyo, MacLaren found," following it up with another wire reading:—"Tokyo, MacLaren found, comma, paragraph." The amplification was most reassuring.

The Canton Gazette says that the river recently "overflowed its banks." The Air Department will have to look to its laurels.

We suppose those "alternates" who attended the Democratic Convention were theologists who didn't know which way to vote.

A Chinese in Shanghai has been sentenced for biting off a fox-terrier's tail. We presume he was also bound over to keep the piece.

There's nothing in this talk of Hongkong lacking amusement. We've got a circus in town, and the Legislative Council is soon to meet.

A Hongkong public man's brain is no stronger than its weakest think.

If these floods continue, Sun Yat-sen will be a wash-out.

Now that Manila has seen fit to challenge the Kowloon cricket, we are authorised to state that this particular "cent" chewed gum, and when last seen alive he was all over wriggly.

We hear there's a movement afoot to present the Mayor of Cheungchau with an alabaster seal of office.

There's nothing finer than the nightingale's note," says a paper. All the same, we refer the Hongkong and Shanghai variety.

Some of Hongkong's chess players make fine tenants. They seldom move.

A Kowloon resident wants to know whether there's any law against roosters crowing at 4 a.m. Yes; the law against fowl language.

It would appear that in Japan, "U.S.A." now means "U Stay Away."

Says the Daily Press:—"At midnight, the barometer had dropped down to 29.40, but after that it commenced to rise." An Irishman's rise?

Even if May Road residents do have to pay more on the tram, those nice new station signs make it worth it.

The Canton Gazette tells of the arrest of a boy opium carrier, "a box of raw opium being found in his body." This seems to suggest an examination by X-rays.

Seems a good way to fix these typhoid carriers.

The Vice-Chairman of the Shamoon Strike Committee is named Sze Book. He ought to be shut up.

In Singapore, a prominent taipan was one of three judges at a photographic exhibition in which an entry of his obtained first prize. Now if that happened in Hongkong!

In cases where there is reason to believe that a cockroach has scented an impending "Vapogen" attack, the attacker should wear running shorts.

When driven to the heights of desperation, the "roach" rarely has the courage to face its pursuer, preferring to dash its brains out on the pavement below.

Hence the term "Instantaneous Death."

The boy who tried to bribe a policeman has since found out that a dollar goes further here than in Canton.

Some of our local Volunteers will soon have a command of themselves.

In the recent examination, a Hongkong boy, described as "a river rat," was not allowed to sit in the examination hall.

"Bottledships in the Pacific" says a newspaper heading. These rum-runners are getting terrible.

The comrade takes us down in many weights.

The next hardest thing to making money last in Hongkong is to make it first.

Clients are advised to keep off the streets in the Central district and do a job of work instead.

Three Californian bandits got away with \$43,000, which should about give them a good time for a month in Shanghai.

We're waiting on one of our University professors telling us that Kowloon pedestrians will eventually develop legs like frogs.

The newest thing in serums is that which is supposed to destroy the taste of alcohol. We know of some whisky in this town which will on short notice destroy the taste of everything.

The man who can play "Home Sweet Home" in a Kowloon flat is an optimist.

The way some of these drivers blow their horns you'd think they were trying to be delegates.

A bus leaves the Star Ferry at a little over ten miles an hour, which is about half the speed some folk leave their offices.

If time is money some people we know are terrible spendthrifts.

People who think too much of themselves do not think enough.

You can't have a hot time without money to burn.

Lots of pop the night before is apt to give you the pip next day.

Our team is fine when it wins, but you ought to hear those who don't play, when it loses.

There is, however, no truth in the story that the Lawu Bowls Association will send a swimming team to Shanghai this year.

It has been suggested that a good way would be to roof over some of those howling greens.

Or, better still, to introduce sampans. But the minute they introduce bathing suits the green should be declared unfit for play.

This wet weather makes some folk restless, but mostly on Wednesday afternoons.

From the Daily Press—"Shanghai Billiards Trophies Pawnshops." This leaves us in bawls.

If some of those blushing brides got that way over the kitchen, we would think more of them.

Brazil will have an election soon if she doesn't run out of ammunition.

A correspondent in a northern contemporary says that "the natives must realise we are not in their country to be murdered every day." Yes, that is much too often.

The recent announcement of the death of a Russian General at Shokling intrigues us. Perhaps one of these days Dr. Sun will write another book—this time, giving us the truth on how Russia helped the South.

That new song "Mo-o-a-a-o-o-o-u?" We should like to meet the composer for about five minutes, preferably with knuckle-dusters.

From the way some Hongkong folk bite their nails, you'd think they were on diet.

The Chief of Canton's Air Administration is a fly man.

We had an idea that Chinese consider red to be lucky. We wonder what they are thinking of some of the red literature now being distributed on the East River front.

We hope all the typhoid germs in the world are being thoroughly killed and destroyed before being introduced.

Husbands who break their most sacred vows with a laugh—
Wives who know not the meaning of Faith—
Sirens who play their wicked trade with sinister charms.
Parasites who prey on unsuspecting victims—
All Shrieking, Crying, Laughing, Struggling,
Fighting, Conniving, Praying Hoping,
Plunging Through a Steaming
Welter of Life—

SEE IT ALL IN—

“ALIMONY”

LAST SHOWING TO-DAY

Commencing, Sunday (To-morrow)

Something New! Something Happy! Something
Fresh! Something Funny and Clean!
—the dimpling, twinkling little “dangerous
blonde” of the screen—

LAURA LA PLANTE

IN

“THE DANGEROUS BLONDE”

WORLD THEATRE.

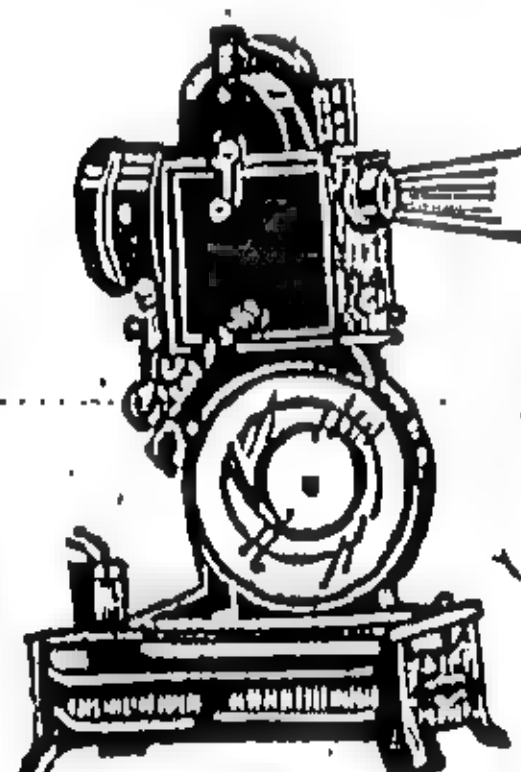
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THE
MARKET

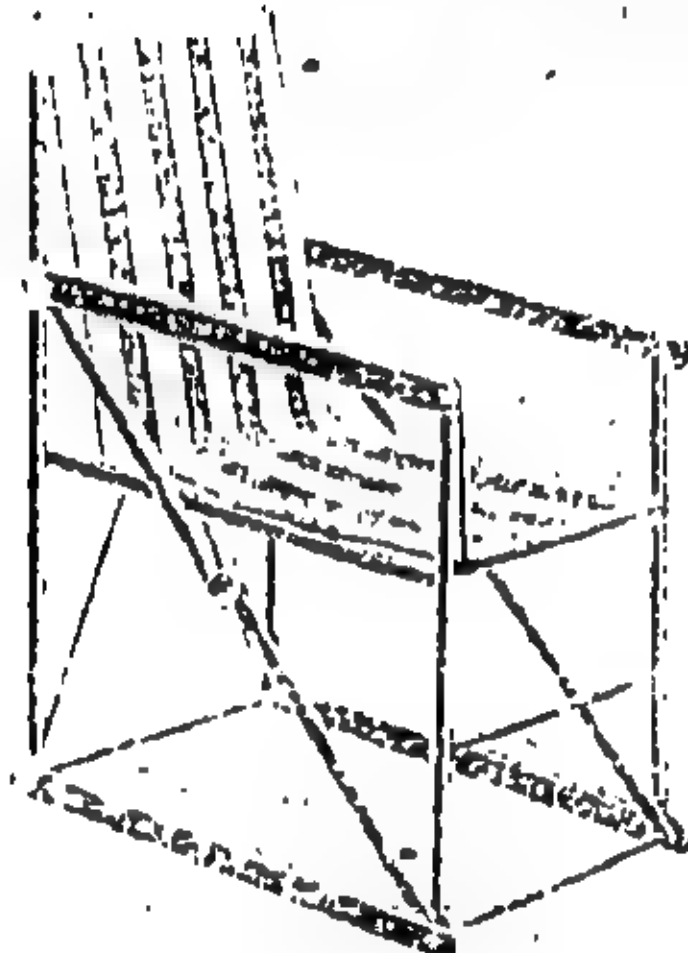


ENGLISH
MAKE
AND
PERFECT
IN
CONSTRUCTION
SUITABLE
FOR
HOME
USE
ALSO
FOR
TRAVELLING

EACH PERAMBULATOR FITTED WITH
HOOD AND STORM APRON

STANDARD VALUE PRICE

\$49.50 each.



FOLDING CHAIRS.

SUITABLE FOR CAMP,
GARDEN, OR DECK USE.

STEEL FRAMES, WITH
GREEN STRIPED CANVAS
BACKS & SEATS.

VERY STRONG & LIGHT WEIGHT
EASILY CARRIED.

Price \$10.50 each.

Whiteaway Laidlaw & Co., Ltd.
TERMS CASH.



We Hold The Largest

and most varied
of Mah Jongg Sets
in Hongkong, be-
ing direct agents
of the leading fac-
tories.

Prices from \$12.50 to \$60.00

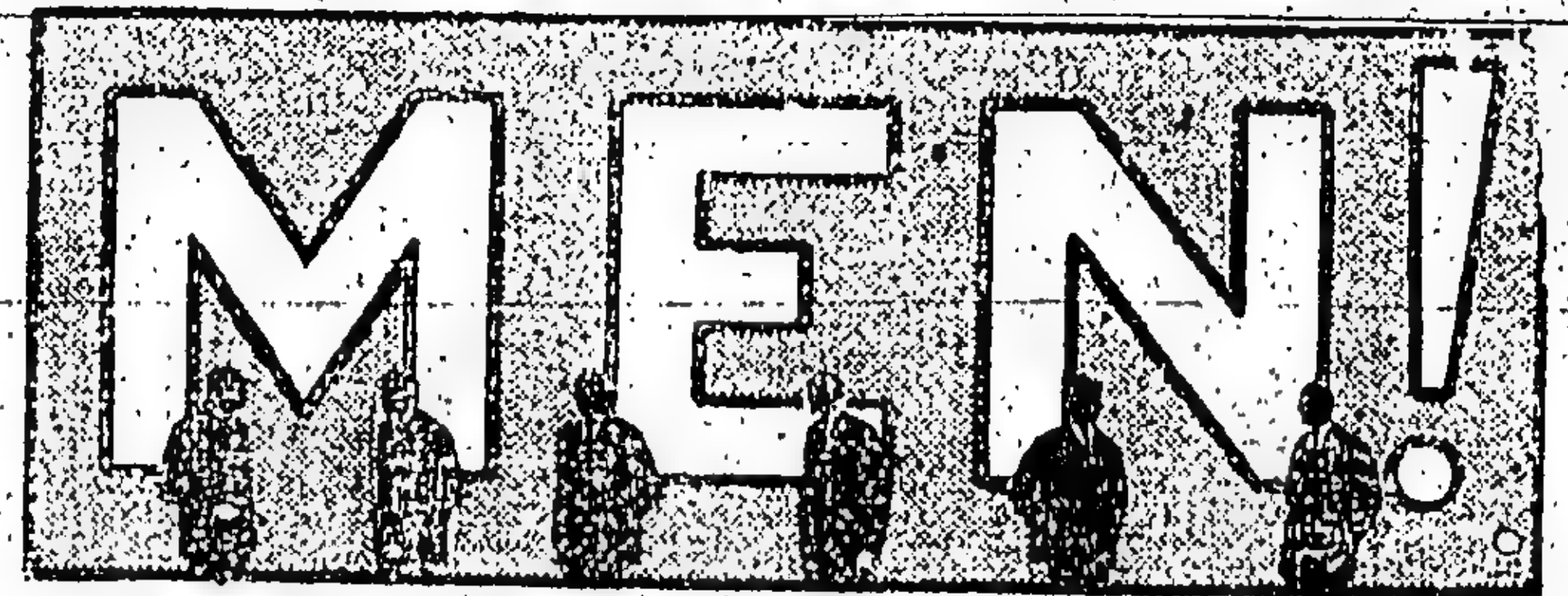
TABACQUERIA FILIPINA
LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

LAST DAY TO-DAY.



at the QUEEN'S THEATRE Phone C. 4636

Price-Cutting SALE FOR



Commences on

MONDAY, NEXT JULY, 28th.

Wm. POWELL Ltd., are offering a large
selection of Gentlemen's wearing apparel at prices
far below replacement cost.

— SOCKS —

Cashmere Socks in many plain colours and fancy
designs. These have been marked at two prices to
clear viz:—

\$1.45

\$1.95

Usually... \$2.00 to \$2.50 Usually... \$2.75 to \$5.50

Liste Thread Socks... 75 cents. Usually... \$1.50
GOLF HOSE from... \$2.95



TIES & COLLARS

Silk and Knitted Ties in many smart colourings in
attractive patterns.

ALL ODDMENTS. Price - - \$1.45 to \$1.75
Washing Ties - - - - - 50 cents.

Soft Collars - - - - - 25 cents.
Collar Pins - - - - - 45 "
Braces - - - - - \$1.45
Belts - - - - - \$1.00



SHIRTS & PYJAMAS

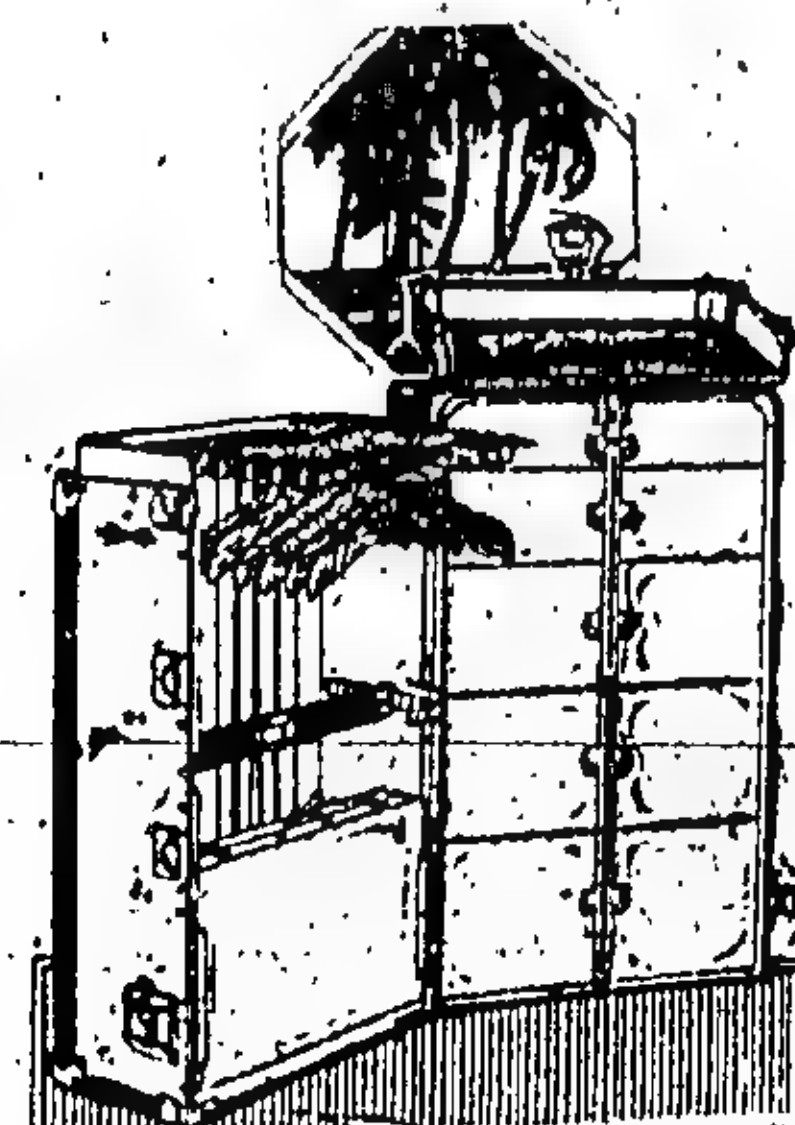
DAY SHIRTS from - - - \$2.95
DRESS " Slightly Soiled " - - - 3.75
FLANNEL " " - - - 3.75
PYJAMAS " - - - 5.75
UNDERWEAR " - - - 1.45



CABIN WARDROBE
TRUNKS

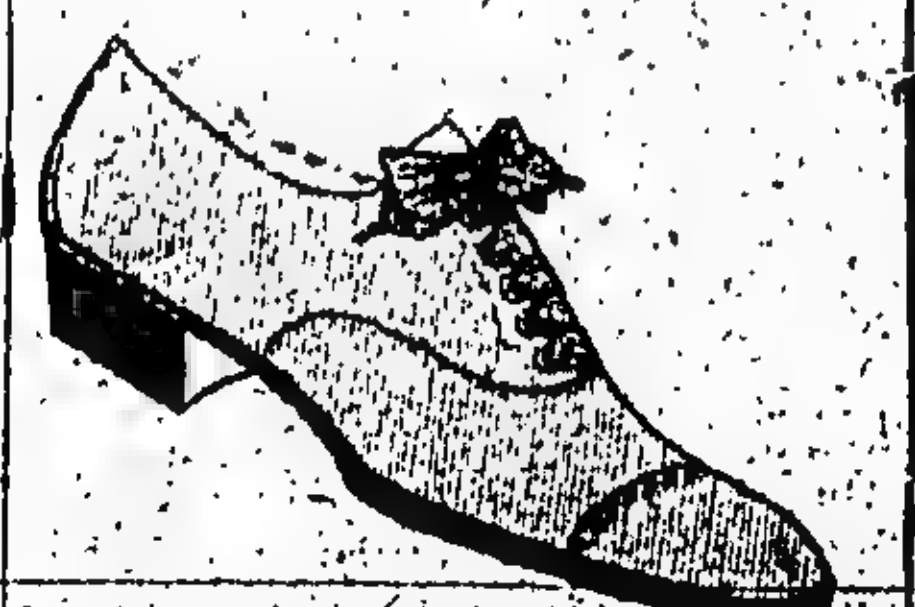
AT
20% Discount

also.
TRAVELLING RUGS
and
BATH GOWNS.



BATHING COSTUMES Leather from - - - \$9.75
from - - - \$1.95 Pumps - - - \$3.75

BOOTS & SHOES



Canvas \$1.75 \$3.75 \$5.75
Leather from - - - \$9.75
Pumps - - - \$3.75

SEE WINDOWS

10% Discount off all regular stock.

Wm. Powell, Ltd.

Gentlemen's Complete Outfitters

HONGKONG HOTEL BUILDING, 119 JERVOIS STREET, HONGKONG

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions
\$1.50 if not prepaid }

State if Box No. is required

WANTED.

ASSISTANT required for local Store. Young man of British Nationality. Apply giving full particulars to Box No. 1155 c/o "Hongkong Telegraph."

TWO ROOMED FLAT in Hongkong or Kowloon, preferably unfurnished, but Advertiser would be prepared to purchase furniture at a reasonable price. Apply Box No. 1167 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Ellenbud Villas. Apply E. T. H. Bunje, c/o H.M.H. Nemazee, Prince's Bldg.

TO LET.—No. 22, Des Vaux Road Central, the present P. & O. Building, Possession 1st January next. Apply to, Singon & Co., Hing Lung Street.

TO LET.—Office Room in New Bank Building, possession 1st August. Apply to SANG KEE, 4a, Des Vaux Road Central, 2nd floor.

FOR SALE.

FOR SALE.—FURNITURE & FIXTURES of a completely furnished THREE ROOMED FLAT in Kowloon, Five minutes from Ferry, with tenancy of flat from end of year, at very reasonable rental. If you are in need of a nicely furnished, comfortable and economical home, this is your chance. Price of furniture and fixtures about \$3,500. App y Box No. 1168 c/o "Hongkong Telegraph."

FOR SALE
BY
PRIVATE TREATY

"THE TOWERS"

NO. 20, Broadwood Road, Hongkong. Modern House of SIX ROOMS with all up to date fittings and improvements. Special Chinese Rooms and decorations; ample servant quarters. Two Tennis Courts. In its own grounds overlooking Happy Valley.

JOHN FLEMING,

C. A.,

Trustee,

C. E. Warren's Estate,

3, Queen's Road Central.

YOU HAVE A DUTY
TOWARD THEM.

What is It?

Do You Know?

Ask—D. O. de Silva
Sun Life of Canada.
Telephone C. 1245, K. 734

THE HONGKONG JOCKEY
CLUB.

MEMBERS are hereby notified that the lists for next season's subscription griffins will close on the 31st. July.

NOTICE.

HONGKONG STOCK
EXCHANGE.

THE following are members of the above Exchange.
Abraham, Ezra. Lozan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Benjamin, V. Porry, I. S.
Birkett, H. Pestonji, R.
Croucher, N. V. A. Potts, G. H.
Ellis, F. M. Potts, P. C.
Gould, Joseph. Raymond, B. M.
Gutierrez, A. A. Silva, P. M. N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Tostor, P.
Lammert, H. A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-
BROKERS ASSOCIATION.

THE following are members of the above Association:—
A. H. Carrol J. F. Grose
M. A. Razaek V. Yanovich
J. W. Kew A. P. Greaves
W. J. Carroll H. M. H. Esmail
O. Kitchell See Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares See Poi Shue
H. E. Edwards.
By order of the Committee,
J. W. KEW,
Secretary.

HONGKONG TRAMWAYS LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of twenty five cents per share has been declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 26th AUGUST, when Dividend Warrants may be obtained upon application at the offices of the Company.
The SHARE REGISTERS of the Company will be closed from WEDNESDAY, 6th AUGUST, to TUESDAY, 19th AUGUST, 1924, both days inclusive.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 21st July, 1924.

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Two Dollars per share for the six months ending 30th. June 1924, will be payable on THURSDAY, August 14th, on which date Dividend Warrants may be obtained on application at the Company's Office, 11 Queen's Road Central.
The Transfer Books of the Company will be CLOSED from FRIDAY the 1st to WEDNESDAY the 13th August (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors.

L. S. GREENHILL,

Secretary.

Hongkong, 22nd. July 1924.

VICTORIA RECREATION CLUB.

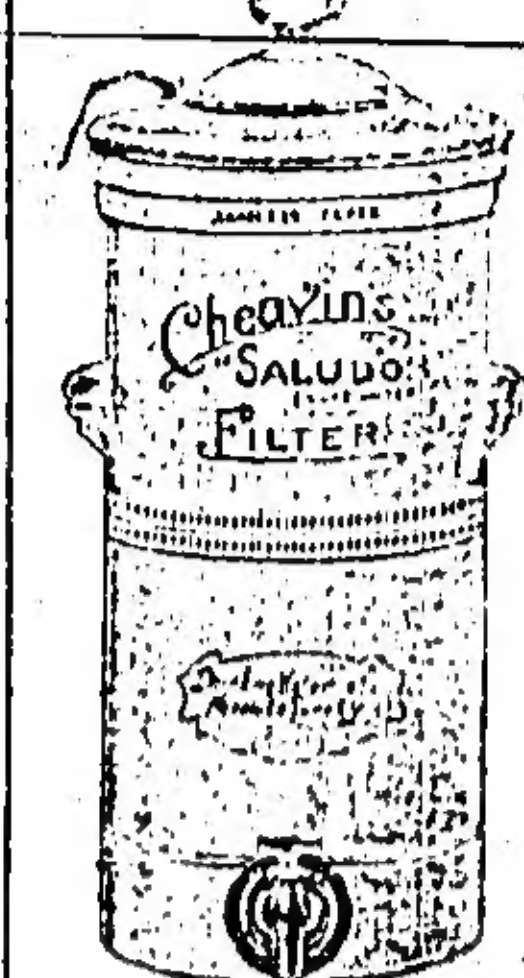
NIGHT SWIMMING FETE.
On SATURDAY, the 26th. inst.

commencing at 9 p.m. sharp.
Black Cat Band in attendance.
Admission. Members and H.M. Forces 50 cents. Non members \$1.00. Reserved seats \$1.50.
Members \$1.00.

R. C. WITCHELL,
Hon. Secretary.

C. E. WARREN
& CO., LTD.SANITARY ENGINEERS,
MONUMENTALISTS, &c.

Offices: } 31D, Wyndham Street,
HONGKONG.



SAVE
YOURSELVES
TROUBLE
BY
INVESTING
IN A
CHEAVINS
FILTER—
OBTAINABLE
AT
ABOVE
ADDRESS.

DYSPEPTICS CAN EAT
WHAT THEY LIKE

if they take half a teaspoonful of Bisurated Magnesia in a little water immediately after eating. No matter how badly you may suffer from indigestion, dyspepsia, gas, flatulence, or acidity—no matter how many medicines you may have tried without success—don't give up hope. Thousands who once suffered as you now suffer—who had tried everything without obtaining relief—now enjoy perfect health, and can get almost anything without the slightest pain or discomfort. You can do the same if you will go to day to any good chemist and get a package of Bisurated Magnesia. Take as directed above and you'll soon forget you ever had a stomach. You'll find your vital organs strengthened, while content and enjoyment will fill your life. But be quite sure you get the right thing—for your protection the oval "BISMAG" trade mark is prominently displayed on the wrapper, and you should look for it when buying.

The Sign of the
Guise.



See it on
every
Package

FORTHCOMING AUCTION SALES.

Lammert Bros. Hughes & Hough
PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 29th. July 1924, commencing at 11.30 a.m. at their Sales Room, Duddell Street—

255 Dioptric Lenses
32 Rolls Baiting
26 Drums Anti Corrosive Composition

also
A Quantity of
Motor Boat and Ship's Fittings
and Accessories.
Terms—Cash on delivery.
LAMMERT BROS.
Auctioneers.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUEL
DES MESSAGERIES
MARITIMES.

The Steamship
"ANGKOR"
Consignees of Cargo from
Marseilles &c. also cargo ex s.s.
"Cophoe" & "Amazon" from
Marseilles &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 26th. instant, at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 26th inst. or they will not be recognized.
All damaged packages will be examined on Saturday the 26th. instant, at 10 a.m. by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong 20th. July, 1924.

HUGHES & HOUGH
LIMITEDIMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned),

on TUESDAY,
the 29th July, 1924, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,
Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., &c.

Comprising:
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Slideboards, Dinner Waggon, Dinner Sels, and Glass Ware, Cutlery, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Slide Tables and Cabinets, &c., &c.
(Full Particulars from Catalogue).
Terms—Cash on delivery.
HUGHES & HOUGH, LTD.,
Auctioneers.
Hongkong, 24th July, 1924.

SURVEYING INSTRUMENTS,
MICROSCOPES & THEIR
ACCESSORIES.

Always obtainable from stock held by

CARLOWITZ & CO.
Sole Agents for South China,
BANK OF CHINA BUILDING
Phone C. 873.

Descriptive and illustrated catalogues, literature and quotations on application.

NOTICE TO CONSIGNEES.
SERVICES CONTRACTUEL
DES MESSAGERIES
MARITIMES.

S.S. "YANG-TSE"
Consignees of Cargo from
Antwerp, London, Manchester
&c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 25th. instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th. inst. or they will not be recognized.

All damaged packages will be examined on Friday the 25th. inst. at 10 a.m. by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 19th. July 1924.

THE HONGKONG AND
KOWLOON TAXICAB
CO., LTD.

NOTICE OF CALL.

Issue of 40,000 Shares of the
Nominal Value at \$10 each.
(\$5 paid up)

NOTICE is hereby given that the 3rd. Call of \$2.50 per Share on each of the 40,000 shares allotted on the 19th. day of May, 1923, has been made by the Company, and that such call will be payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation in Hongkong on or before the 15th day of August 1924.

The Transfer Books of the Company will be closed from the 7th to 14th August 1924, both days inclusive.

By Order of the Board of Directors,
A. H. ROWE,
Managing Director.

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to September, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward Voyages, by the Company's new, fast, well appointed steamer "Hai-Ning" at the reduced rate of \$80. for the round Voyage, including Meals while the steamer is in port.

These Special Tickets will be available for return only by this steamer, either by the Voyage for which it is issued or by her following sailing from Foochow. Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and dates of sailing Apply to DOUGLAS LAFRAIK & CO.
General Managers,
Douglas Steamship Co., Ltd.

THE HONGKONG CANTON AND
MACAO STEAMBOAT CO., LTD.
NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND of ONE DOLLAR per share for the six months ending 30th. June 1924, will be PAYABLE on WEDNESDAY 6th. August on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday 24th. July to Wednesday 6th. August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, 9th. July 1924

NOTICE.

We beg to notify the public that we have been appointed agents for Hongkong and vicinity for

THE GLOBE & RUTGERS FIRE
INSURANCE CO.

and
THE ROSSIA INSURANCE COM-
PANY OF AMERICA

and are prepared to underwrite fire and marine risks at lowest current rates.

ANDERSEN MEYER & Co. Ltd.
Hongkong, July 23rd, 1924.

NOTICE.

ESTATE DUTIES.

They become due the moment you die.

Will there be enough ready cash to pay them?

Will it not be easier and safer for you to arrange with us to pay them?

Many a handsome estate has been crippled through want of this provision.

The Sun Life Assurance Company of Canada,
2nd. Floor, King's Building,
Connaught Road,
Hongkong,
F. M. WELLER,
Manager.

THE HONGKONG & SHANGHAI
HOTELS, LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND has been declared in respect of the financial year ending on the 31st. December 1924, and will be payable on MONDAY, the 18th. August 1924, as to SIXTY (60) Cents per share on the OLD SHARES, and as to FIFTY (50) Cents per share on the NEW SHARES, (1924 ISSUE) UPON WHICH \$5 PER SHARE WAS PAID UP ON THE 31st. March, 1924.

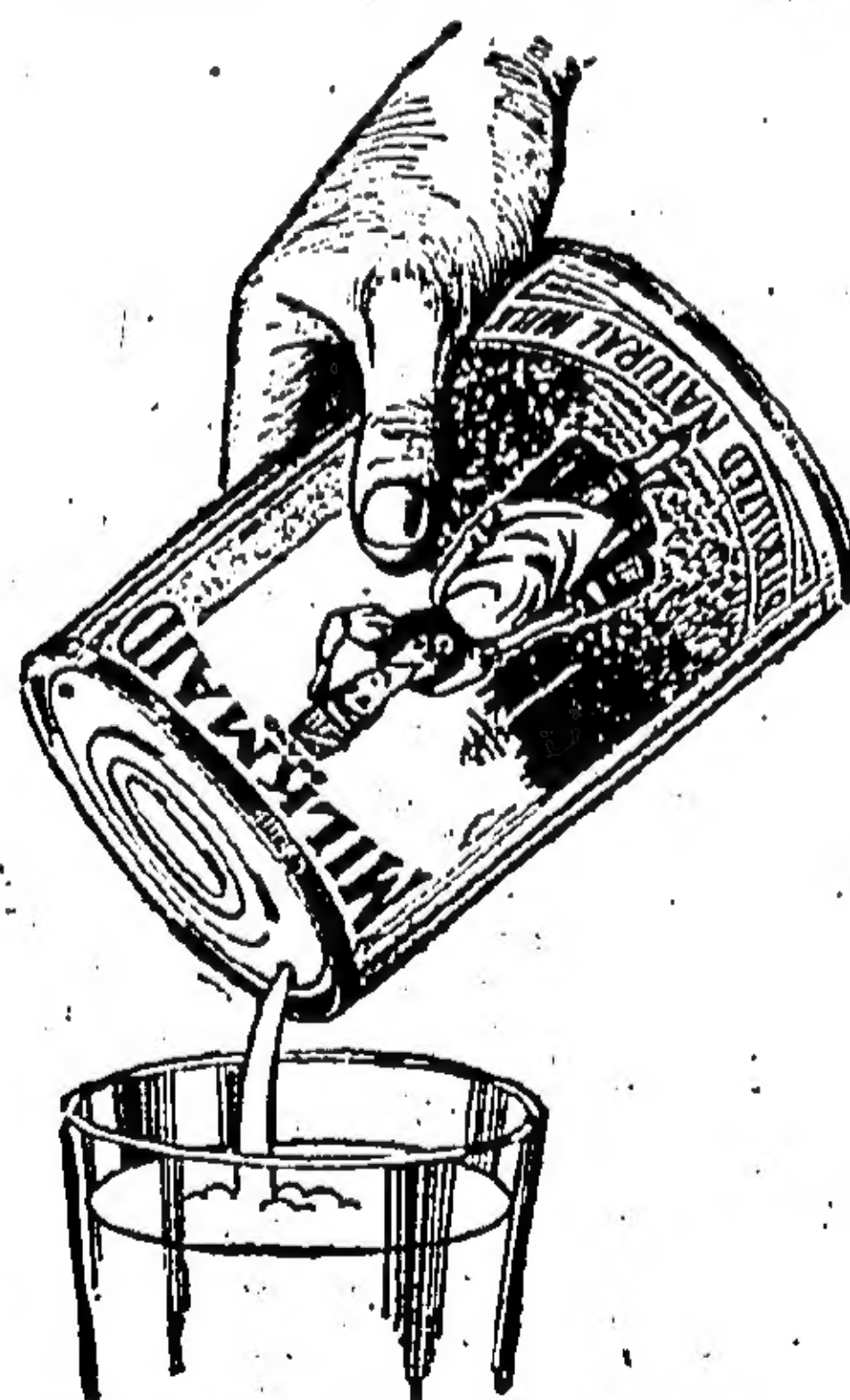
The TRANSFER BOOKS of the Company will be CLOSED from the 11th. to the 18th. August 1924, both days inclusive.

By Order of the Board,
PERCY H. SUCKLING,
Secretary.
Hongkong, 24th. July, 1924.

We have received
A fine selection of
Real Amber Beads
which are being offered for sale at moderate prices.
SHERIFF BROS.
17, Queen's Rd. Central.

TYPHOID EPIDEMIC

Copy of advertisement in the local newspapers:—



IT POURS OUT

TYPHOID FEVER.

OWING to the above mentioned disease being unusually prevalent in the Colony at present the Public is advised to boil all drinking water and milk before use.

W. W. PEARSE,
Medical Officer of Health.
Hongkong, 21st. July 1924.

(The italics are our own.)

USE
MILKMAID NATURAL MILK
REQUIRES
NO BOILING
BECAUSE
IT'S STERILISED
IN THE TIN.

MILKMAID
MEANS

STERILISED
SAFETY

NATURAL
No

MILK
MICROBES

NOTICE

If you have come to bargain, you will find our prices the cheapest in the Colony for High Class English Groceries—Superior Quality American Provisions—Famous French Blend Toilet Articles—Cheap Grade German Perfumery—and Soap—Portuguese Special Make Cheese, and World Renowned Olive Oil &c.

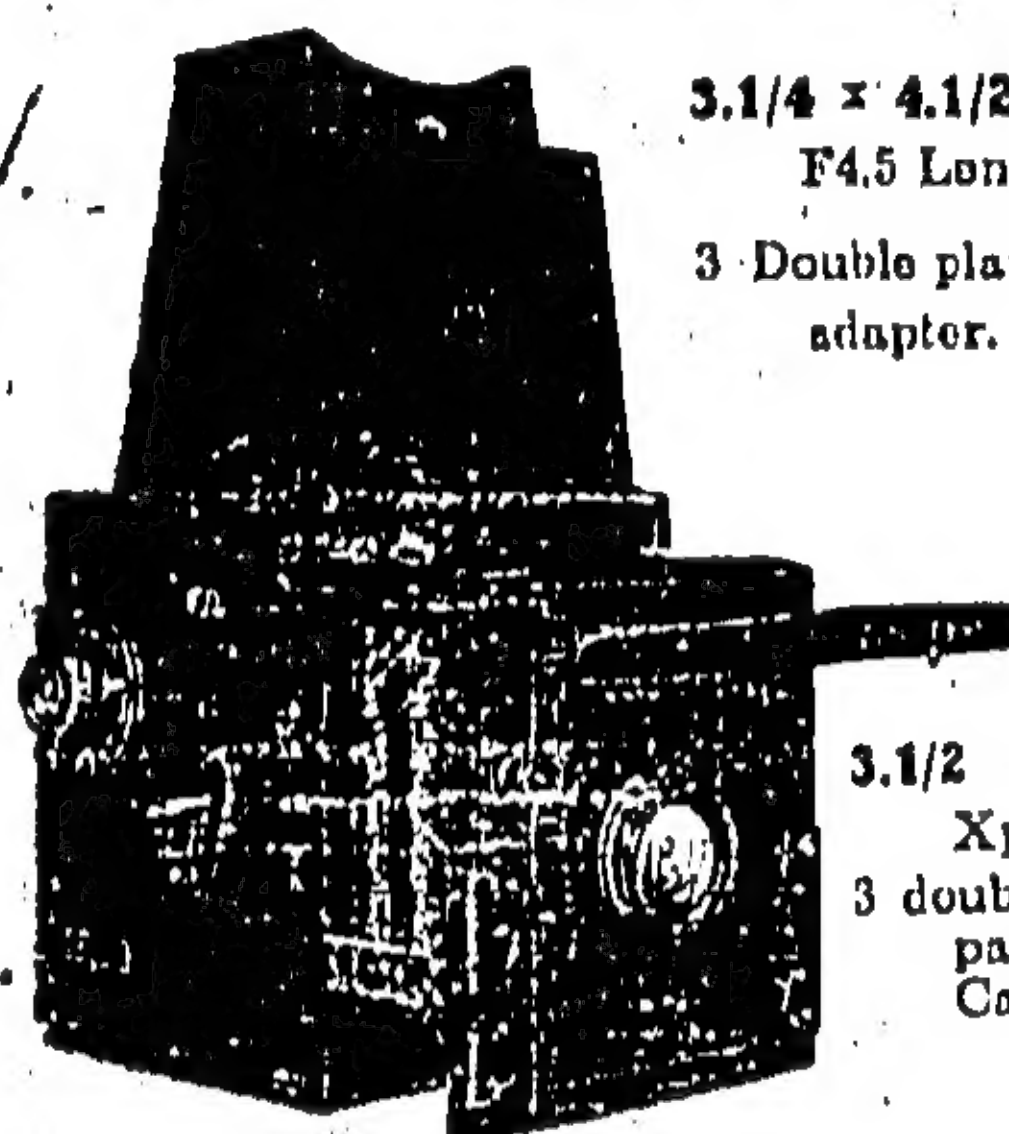
J. P. VIEIRA REMEDIOS, & COMPANY,
No. 15, Queen's Road, Central. (1st. Floor.)
C. E. Warren's Estate, Tel. C. 4705.

BRUNSWICK JULY RECORDS

- 2578 (Nobody's Sweetheart, Blue Evening Blues, Fox Trot, Isham Jones Orch.
- 2587 (There's Yes, Yes in Your Eyes, That Lullaby Strain, Oriole Orchestra,
- 2599 (Tenth Interval Rag, Mobile Blues, Gene Rodemich's Orch.
- 2601 (Kashmiri Song, Valse Bleue, Paul Ash's Orchestra,
- 2603 (Worried, Limehouse Blues, Carl Fenton's Orch.
- 2605 (In The Evening, Deep In My Heart, Bonnie Krueger's Orch.
- 2606 (Monovanna, Come On Red (Hot Devil Man), Ray Miller's Orch.
- 2607 (Waiting For The Rainbow, You Can Take me away From Dixie, Carl Fenton's Orch.

YVANOVICH & CO.
Distributors
BRUNSWICK PHONOGRAPHS & RECORDS.

SPECIAL RUBY REFLEX.



3.1/4 x 4.1/2 Size With T. P. Cooke F4.5 Lens.

3 Double plate holders and film pack adapter. 2 Real leather Case

\$185

3.1/2 x 2.1/2 size with Ross Xpress F4.5 Lens.
3 double plate holders; 1 film pack adapter, 1 real leather Case

\$235

THE KWONG KWUI CO.

60, Queen's Road, Tel. C.2170.

Columbia NEW-PROCESS Records

BY
W. H. SQUIRE. (KING OF 'CELLISTS)

- L 1003 { RUBINSTEIN'S MELODY IN F.
SILVER THREADS AMONG THE GOLD
- L 1477 { ANDANTE RELIGIOSO
MELODIE
- L 1233 { SONG OF THE SOUL
REVERIE

D 1337 { THE BLIND BOY
TRAUMEREI

D 1391 { HANDEL'S MINUET
PEASANT DANCE

PURE MUSIC. NO SCRATCH.

ANDERSON'S

ITALIT
ASBESTOS ROOFING SHEETS.

ENSURES.

- (a) Rapid, Durable Weather-proof and safe construction.
- (b) Economical and low initial cost and the elimination of breakage, maintenance and painting.
- (c) Prevention of the spread of fire.

Double Strength.

Safe Load 420 lb. Concentrated at normal centres.

ITALIT is approved by the Board of Scientific Research.

Stock carried by
SHEWAN TOMES & CO.
HONGKONG.

Sole Agents.

Apply Import Department. Tel. C. 781.
St. Georges Buildings.

OBITUARY.

MR. J. C. CHRISTENSEN.

Another victim to the typhoid outbreak died yesterday, in Mr. Jena Christian Christensen, who passed away at St. Paul's Hospital. Mr. Christensen lived at the same address in Kowloon as Mr. T. C. Jensen, who died a few days ago. Both were employed at the Green Island Cement Works, where Mr. Christensen was a burner, and both were stricken with illness about the same time.

Mr. Christensen, a native of Denmark, had been in the employ of the Cement Company since March 1922. He was a married man, his wife being at home. The deepest sympathy will be felt for her.

RUBBER INDUSTRY.

TENPENGE A POUND WANTED.

Singapore, July 25.—At a meeting of the Anglo-Dutch plantations of Java Mr. Strutt, the chairman, expressed the opinion that the main cause of the poor success was the restriction scheme which was not so much the refusal of the Dutch grower to participate, as the unrestricted native cultivation in the Dutch Indies whose competition was likely to become more formidable in view of the fact that the Chinese were supplying the native producers with machinery. Mr. Strutt said that there was authoritative support for the view that at tenpence a pound, native production could be largely curtailed, and believed that a year or two of rubber at tenpence a pound would be the best change for the salvation of the European grower. Mr. Strutt opposed the selling agency plan and said his hopes were fixed rather on the new uses to which rubber could be put. He pointed out that the United Kingdom's per capita consumption was only one fifth that of America, therefore there was still room for propaganda at home.—Reuter.

MACKINTOSH'S SALE OF SHOES

From Monday, July 28th to Saturday, August 2nd.

ALL ONE PRICE

\$15.00 per pair.

(USUAL PRICES \$18.50, \$21.00.)

TAN and BLACK CALF, WHITE BUCKSKIN and PATENT LEATHER.

A FEW ODD PAIRS OF

- HANAN BOOTS ... at \$15.00 per pair.
- WHITE CANVAS SHOES... at \$6.00 " "
- BUCK SKIN TENNIS SHOES at \$7.50 " "
- PATENT PUMPS ... at \$6.00 " "

You will want a pair later--GET THEM NOW.

MACKINTOSH
—& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building, Des Vœux Road.

CRITERION CIGARETTES

HIGH GRADE VIRGINIA BLEND.
MANUFACTURED OF THE FINEST
MATERIALS.



"A smoke to appreciate"

SINGAPORE CRIME.

CANTONESE SENTENCED TO DEATH.

(Our Own Correspondent.)

Singapore, July 25.
At the Singapore Assizes a Cantonese named Wai Ah-kam was sentenced to death for the murder of a prostitute in a brothel at Jalan Sultan. Judge Barrett Tennard described the crime as "shocking beyond measure".

A Chinese, Tan Pe-at was also charged with murdering a coffee shop owner. At is alleged that deceased was the head of a gang of six men who, armed with knives, stabbed deceased to death in a horrible manner. The case is proceeding.

INFLUENZA AT IPOH.

A CURIOUS OUTBREAK.

(Our Own Correspondent.)

Singapore, July 25.
There has been a curious outbreak of a new influenza at Ipoh and the Federated Malay States which is indicated by severe abdominal pains, vomiting and spasmodic fever. The epidemic is not considered dangerous up to the present.

MUSIC FOR SINGAPORE.

(Our Own Correspondent.)

Singapore, July 15.
The Municipal Council is discussing a scheme to provide an orchestra for the city.

TO KEEP WELL IN THE HEAT

daily bowel regularity is of the first importance, and to ensure this Pinkettes are perfection. A small dose when needed dispels constipation, regulates the liver, banishes bilious attacks, dizziness, sick

PINKETTES

headaches, clears the skin, purifies the blood, also wards off diarrhoea and dysentery. Pinkettes can be had of all chemists, or post free, 60 cents the tin, from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

PINKETTES KEEP YOU WELL.

A LACTOGEN BABY



START RIGHT

BY GIVING

YOUR BABY

LACTOGEN
The Natural-Milk Food

FILL IN COUPON BELOW

To: THE NESTLE MILK CO. P.O. BOX 351, HONGKONG.

Please send me free of all charge, Sample tin and "Mother Book"

NAME

ADDRESS

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS

HARDWARE MERCHANTS

PHONE CENTRAL No. 1116

SIMPLEX PARTITIONSFIBROUS PLASTER PARTITIONS & SUSPENDED
CEILINGS FOR OFFICE BUILDING & RESIDENCES**MADE OF**SIMPLEX STEEL STUDDING
FIBROUS GYPSUM BOARD
FIBROUS GYPSUM PLASTER
INTERIOR FIBROUS PLASTER DECORATIONS.
ALL WORK EXECUTED UNDER EUROPEAN
SUPERVISION BY THE—**CHINO AMERICAN INDUSTRIAL DEVELOPING CO., LTD.**

China Buildings, 2nd. Floor

Tel. 833 & 3749.

NOTICE.**W. S. BAILEY
& CO., LTD.**ENGINEERS & SHIPBUILDERS
KOWLOON.**HARBOUR REPAIRS**Tugs, Barges, Light Draft
and High Speed Vessels and
Motor Craft.**SOLE AGENTS FOR****KELVIN MOTORS**— PHONE —
Works Kowloon 21
Manager Kowloon 638
HARBOUR CALL FLAG L.**STEAM LAUNCH FOR SALE****GREEN ISLAND CEMENT
CO., LTD.****PORTLAND CEMENT.**In Casks of 375 lbs. net.
In Bags of 250 lbs. net.**SHAWAN, TOMES & CO.**
General Managers
Hongkong.**MASSAGE****Mr. N. AKAJI
Mrs. E. AKAJI**Graduate of Tokyo massage
School
No. 8 Queen's Rd. C. Phone C.4395**T. NAKAO**Japanese Shoe Expert.
TORTOISE SHELL BOXES
and CASES A SPECIALTY.Astor House Hotel Building.
Queen's Road Central.**MASSAGE HALL****Mrs. S. UZUNOYE,**Expert Massage
37, Queen's Road Central,
2nd. Floor.**NOTICE.****METALS**of all kinds especially for
ship-building and engineering
work. Complete stock. Best
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PROVISIONS
OF THE
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AND

SPIRITSTHE
**EMPRESS
STORE**Tel. 58, Nathan Road.
Kowloon.**LOCAL FIRM'S
AFFAIRS.****GERMAN PARTNER'S
TESTIMONY.**Mr. David Belknap Wickersham,
an American subject, again ap-
peared before Mr. R. E. Lindell at the
Central Magistrate yesterday after-
noon charged with publishing a false
statement in connection with the
American Asiatic Commercial Com-
pany Ltd., of which company defend-
ant was the President.Mr. J. H. B. Nihill prosecuted for
the Crown and Mr. N. I. Brower de-
fendant.Mr. C. M. Holm, a German, of No.
1 Carnarvon Road, was recalled
for cross examination. He said
that when he arrived in the Colony
defendant was carrying on import
and export business. Mr. Shof-
er was an expert in hide buying. The
firm of Messrs. Wickersham and
Shofer was already established.Witness thought that they were
carrying on a legitimate import and
export business. All three of them
traded one another and had invest-
ed in the firm and they wished to
make it a successful concern. He
was told that Mr. Shofer was a
wealthy man. He had asked to see
the firm's books but had never seen
them. The letter from Senator
Borah was sufficient for him. Witness
was told that the company had a
lease of land in Siam but when he
joined them he did make any en-
quiries. Witness said that he did
not remember seeing the letter
which the defence produced, but he
remembered it being read to him.This was before he went to Bang-
kok, about the time that he made
out the prospectus. When witness
asked about the lease of the land
he was told that it was around some
inland lakes. Several companies
mentioned in the pink book was the
idea of witness. The others were
thought of by defendant.Mr. Brower: Did you think that
his idea was practicable?—Yes.Witness said that they went to
Bangkok to open their head office
there. He arrived in the Colony in
1903 and stayed here for a few weeks
when he returned in 1923. From
1914 to 1919 he was in Shanghai.Witness said that he did not claim
to have supplied the Emden during
the War. The navigation captain of
the Emden was interested in the
company. Both had a number of
ships and they thought of
amalgamating. Witness denied
that he suggested that the vessels
should go direct to Canton
without touching Hongkong for the
purpose of smuggling. Witness said
that he had had offers to that effect
as most Germans had. He had
never offered to import arms and
ammunition concealed in photo-
graphs and pianos for British firms.Witness had never tried in any way
to smuggle morphine.When witness went to Bangkok he
said that he left his son in charge
of the Hongkong branch. They had
had private communications and he
also wrote to his son as the manager
of the local branch. In none of his
letters did he make any reference to
smuggling drugs to Hongkong or
Canton. Whilst he was at Bangkok
his son sent him a telegram asking
him to return. He sent the telegram
as the manager.**Morphine Smuggling.**
Asked who appointed his son
manager witness replied that all the
partners had appointed him man-
ager. Witness denied that because
Mr. and Mrs. Shofer had given in-
formation to the police that mor-
phine was being smuggled into the
Colony, his son sent him the tele-
gram. Witness said that the firm
was engaging a new comprador and
there had been some trouble and he
was asked to return as he would
be shortly leaving for Europe. Wit-
ness said that he did not know
where the letters that passed
between himself and his son were.Witness said that he did not try
to obtain \$2,500 to leave the Colony
nor did he ask anybody to lend him
any money.He went to Mr. Hind, of
Messrs. G. K. Hall Bratton and
told him the whole story. Wit-
ness knew that Mr. Lai was going to
be present at No. 3 Tramway Path
when the premises were searchedby the police. Witness was not pro-
secuted. Witness said that he had no
reason to believe that Lai was going
to manufacture faked evidence.
He did not instigate the pro-
secution.In answer to Mr. Nihill he
said that since he joined the firm
he did not know the extent of the
business. He had wanted to see the
books and had written from Bang-
kok but had never received a re-
ply. Witness did not even know the
number of shareholders. Defendanttold him that he had collected a few
thousand dollars from among some
Chinese.In the draft witness had left the
acres of the land blank and it was
inserted later. When he asked
defendant what it was, defendant
replied that it was five thousand.
Defendant did not object to the
final proof of the draft. Defendant
also assented to the Chinese trans-
lation being made. Witness had had
the trouble between himself and
number of shareholders. Defendantthat his authority as gen-
eral manager was being neglected.
Witness was also troubled because
he had not received any replies to
his letters.Witness said as he had been re-
fused a look at the books he went
to the solicitor and that Lai
had gone to see Mr. Hind also,
but he did not know if a man named
Tam had gone to Mr. Hind.After further examination by Mr.
Brower arising out of Mr. Nihill's
re-examination, the case was ad-
journed till Monday afternoon.lease, but it will soon be into opera-
tion."—I did not say that.Mr. Brower: Did you not say that
the promise of a lease was equiva-
lent to a lease?—No.**The Pink Book.**
Witness further said that Messrs.
Shofer and Wickersham did not
raise any objection to his statement
that the company had no lease. It
was they who said that everything
was all right. It was either Mr. Sho-
fer or Mr. Lai who gave the draft
to the printers to be printed.Witness handed the draft over to
Mr. Wickersham after he had finish-
ed writing it. Mr. Wickersham
handed it to Mr. Shofer. The
printer went to the office and both
Messrs. Shofer and Lai spoke to
him. Witness denied giving the
draft to the printers. Witness did
not know who ordered the Chinese
translation to be made.Mr. Brower: I put it to you that
nobody knew you were going to
print it and when your partners
read it afterwards they regarded it
as a joke.—No.Mr. Brower: Defendant and Mr.
Shofer thought that this report was
merely a prospectus giving your own
ideas as to what the company might
be, but was not the proper pros-
pectus.—Certainly not.Messrs. Wickersham and Shofer
knew about the printing of the pink
book, witness said.Mr. Brower: Did you think that
his idea was practicable?—Yes.Witness said that they went to
Bangkok to open their head office
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1903 and stayed here for a few weeks
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CONFIDENT. BUT CAUTIOUS.

WHAT THE ALLIED CONFERENCE HAS ACCOMPLISHED.

PARIS JOURNAL'S REPORT DENIED.

London, July 25.
Facing in responsible quarters to-night as regards the Allied discussions is describable as one of cautious confidence. It is pointed out that everyone concerned is determined to reach a settlement. The Conference has already accomplished a great deal, and has virtually finished all the technical work it was called upon to do. The conversations regarding the bankers' attitude proceeded throughout the day, and will continue over the week-end.
The statement by the Paris *Temps* that the British Foreign Office has unofficially instructed Lord D'Abernon to inform Germany that it will certainly be invited to send plenipotentiaries to London, is refuted. It is declared here that such an invitation can only be despatched with the authority of the full Conference.
It is not anticipated that the back of the Conference will be broken before August 4. — *Reuter*.

THE FOURTH TEST MATCH.

JOHNNY WILL HIT TO-DAY.

London, July 25.
Mr. J. W. H. T. Douglas will captain the England eleven to-morrow, against South Africa, at Manchester. — *Reuter*.

COUNTY MATCHES.

London, July 25.
Warwick at Brighton beat Sussex by five wickets. Sussex scored 109, and 215 (Wilson 108 not out). Warwick compiled 264 (Cuthbert 108 not out) and 151 for 5.
Middlesex beat Somerset at Weston-super-mare by an innings and twenty-seven. Somerset scored 82, Allen taking 7 for 32, and 208. Middlesex scored 317.
Gloucester beat Derbyshire at Derby by nine runs. Gloucester scored 92, Cadman taking 4 for 15, and 161. Derbyshire took 36. Derbyshire scored 87, Parker taking 8 for 35, and 157. Parker taking 7 for 74.
Yorkshire beat Glamorgan at Bradford by an innings and twenty-six. Glamorgan scored 116, and 106. Yorkshire compiled 248 for 3 and declared. Holmes knocking up 118, not out.
Kent at Leicester beat Leicestershire by 238. Kent scored 232, Skelking taking 7 for 27, and then 285 for 9, declared (Woolley 141). Leicestershire scored 141, Freeman taking 6 for 52, and then 68. Freeman taking 4 for 28.
Lancashire at Bournemouth drew with Hampshire. Lancs leading on the first innings. Hampshire scored 173, and 178. R. Tyldesley taking 5 for 37. Lancashire compiled 199, and then 89 for 1. — *Reuter*.

GOVERNMENT'S HOUSING BILL.

PASSES HOUSE OF COMMONS.

London, July 25.
Amid Labour cheers the House of Commons agreed to the third reading of the Government's Housing Bill, a Conservative motion for rejection being defeated by 226 votes to 131. The Bill was then read a first time in the Lords.
Mr. Wheatley admitted that the Bill was not Socialism. He was sorry he was not in a position to introduce a socialist measure, but the country was not ready for Socialism. — (Loud Opposition cheers). — *Reuter*.

THE BRAZILIAN REVOLUTION.

REBELS STRONGLY ENTRENCHED.

Buenos Aires, July 25.
The impression is daily strengthening here that the capture of 'Sao Paulo may be far off, owing to the strength of the rebels' main defences, which are said to have been constructed under the direction of ex-Italian and ex-German officers. The defences are described as being most formidable, requiring the heaviest of artillery to shatter them. Fighting has resolved itself into trench warfare, and the Federal troops' advances have been small. — *Reuter*.

PROTECTING NEWS.

HONGKONG LAW TO BE AMENDED.

An Ordinance to amend the Telegraphic Messages Ordinance, 1894, is shortly to be introduced here.
The Objects and Reasons state that the Telegraphic Messages Ordinance, 1894, provides that when a telegraphic message has been received by any person in the Colony for publication in a newspaper or for circulation to subscribers, no other person shall publish in a newspaper, or in any printed or written communication, the substance thereof or an extract therefrom, until after thirty-six hours from the time of the first publication of the message by the person receiving the same. This provision is defective in three points. In the first place, it does not prohibit the retransmission of such telegraph. In the second place, it is not clear whether the section applies to messages received or sent by telegraph. In the third place, it does not apply to messages received or sent by telegraph.

LOCAL WEDDINGS.

TWO AT THE CATHEDRAL THIS MORNING.

Two interesting weddings took place at St. John's Cathedral this morning, both being attended by many friends of the contracting parties.

BIRD-CLARKE.

The first wedding, which took place at 9.30 a.m., was that in which Miss Constance Eleanor Clarke, former Headmistress of the Bellios Public School, and daughter of the late Mr. J. Heber Clarke and of Mrs. Clarke, Thame, Oxfordshire, was married to Mr. R. E. O. Bird, Headmaster of the Ellis Kadoorie School, and son of the late Dr. Bird, and of Mrs. Bird, of St. Leonards, Yorkshire. Both bride and bridegroom are extremely well-known in the Colony, with which they have been associated for many years, and there were many guests present to witness the ceremony, although the wedding was a rather quiet one.

The bride, who was given away by Captain F. L. Brown, was attired in a gown of Honiton lace (lent by her mother), draped over primrose chamois, with hat of ivory ermine straw. Mr. R. J. Birbeck, Headmaster of Wanchai School, was best man, and there were no bridesmaids. The ceremony was performed by the Rev. V. H. Copley Moyle, Chaplain of the Cathedral, whilst Mr. F. Mason, A.R.C.M.O., organist of the Cathedral, rendered appropriate music. There was no reception, but after the ceremony Mr. and Mrs. Bird received the congratulations of those present.

The honeymoon is to be spent at Brastagi, Sumatra.

CARR-THORNTON.

At 11 a.m. the marriage took place of Mr. Thomas William Carr, of the P. W. D. staff (son of Mr. Thomas William Carr, of Cardiff) and Mrs. Isabella Thornton, of South Shields, the Rev. V. H. Copley Moyle officiating.
The bride, who was given away by Mr. A. E. Wright, Building Authority of the P. W. D., was attired in a dress of grey silk morocain and carried a bouquet of lilies. She had as her bridesmaid little Miss Enid Wright, who looked charming in a dress of yellow silk and carried a basket of lilies.

Mr. M. D. Coupland was best man whilst Mr. E. Mason was at the organ. Subsequently, a reception was held at Wiseman's Cafe, where Mr. and Mrs. Carr were congratulated by their many friends and the usual toasts honoured. The honeymoon is to be spent at Macao.

There were a large number of handsome presents, including a beautiful silver rose bowl and a set of vases from the bridegroom's colleagues in the Building Ordinance Office, which were presented to him yesterday morning, the presentation being made by Mr. A. E. Wright, who wished the recipient every happiness.

NOTED RUNNER.

SHORTLY LEAVING HONGKONG.

On our Picture Page to-day, we print a photograph of Mr. V. C. Bell, the well-known runner, of H. M. Submarines and of the Portsmouth Road and Racing Club, who has made quite a name for himself in local athletics and who is shortly leaving the Colony for Home.

It is of interest to note that Stoker Bell is the holder of the Dorset County one mile championship, which he won in 1911, the China Squadron Champion of 1923, by winning the 440 yards, the 880 yards, and the one mile, and winner also of the 100 yards, 220 yards, and 440 yards, and the 1000 yards, and the 1500 yards, and the 2000 yards, and the 3000 yards, and the 4000 yards, and the 5000 yards, and the 6000 yards, and the 7000 yards, and the 8000 yards, and the 9000 yards, and the 10000 yards, and the 11000 yards, and the 12000 yards, and the 13000 yards, and the 14000 yards, and the 15000 yards, and the 16000 yards, and the 17000 yards, and the 18000 yards, and the 19000 yards, and the 20000 yards, and the 21000 yards, and the 22000 yards, and the 23000 yards, and the 24000 yards, and the 25000 yards, and the 26000 yards, and the 27000 yards, and the 28000 yards, and the 29000 yards, and the 30000 yards, and the 31000 yards, and the 32000 yards, and the 33000 yards, and the 34000 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